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409 15th St
Washington D. C.

The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. IV. LONDON, CANADA, NOVEMBER, 1886. No. 1.

- - THE VICTOR - -

1886 — LIGHT ROADSTER — 1886

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

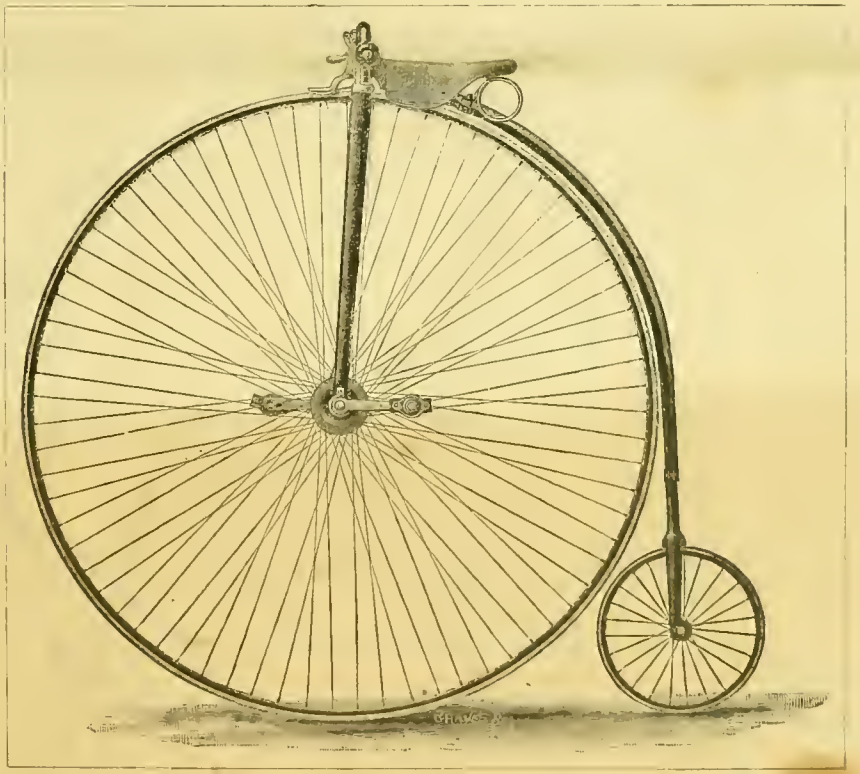
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WI L BE READY FOR DELIVERY VERY SOON.

OVERMAN WHEEL COMPANY,

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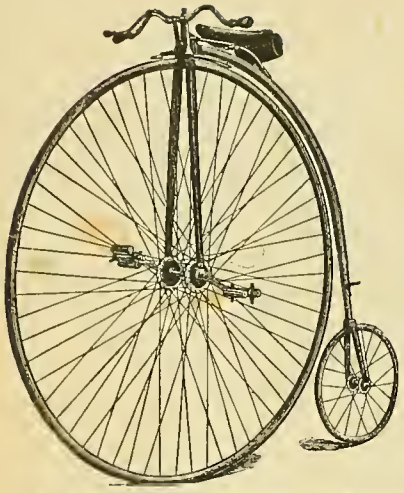
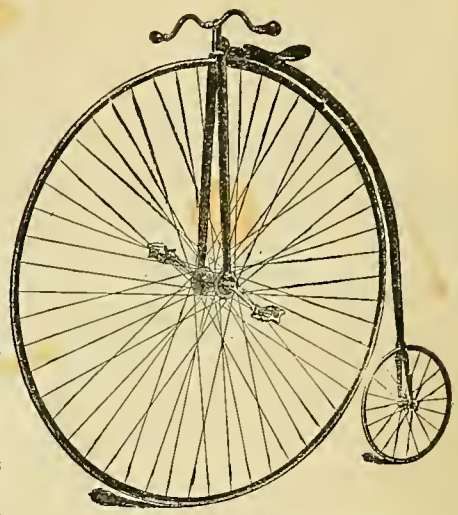


THE RUDGE LIGHT ROADSTER

Chas. Robinson & Co.'s APHORISMS.

It is a wise cyclist who knows a good wheel,
And the good wheel he knows is The Rudge.
The best in the market is the cheapest;
Therefore The Rudge is a good investment.
The Rudge is the World's Bicycle to-day:
It has worthy competitors, but no superiors.
The chap with the long head is going to get rid of his old mount next spring.
He is, furthermore, going to get one of our 1887 pattern of The Rudge.
The Rudge Rider is the one who extracts the most enjoyment out of wheeling;
He lives long and marries the best girl in his town;
He's elected Alderman, Pathmaster, Honorary President and Member of Parliament.
The common people strive to do him honor;
They pay his taxes and street-car fare, and their respects;
They bail him out when the strong arm of the law catches him riding on a side-walk.

SEND FOR OUR WINTER CATALOGUE OF
SNOWSHOES, TOBOGGANS,
MOCASSINS, BLANKET SUITS,
ETC., ETC.



THE CANADIAN RUDGE

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22 CHURCH STREET, TORONTO.

RACERS. ROADSTERS
SAFETIES. TANDEMS.
MINIATURES. CARRIERS.
RUBBER CUSHIONED CYCLES.
HAND TRICYCLES. &C., &C., &C.

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KING OF

SAFETIES!

My $90 wheel the best value ever offered. Balls all over. Ball Pedals.

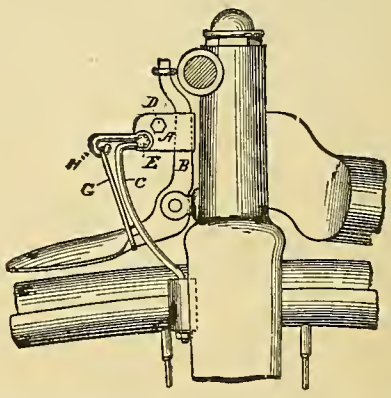
Few good second-hand and new wheels to be sold on TIME THIS FALL.

Be sure and see my stock and prices before purchasing.

WM. PAYNE,

London, = Ontario.

Foote's Anti-Header!



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the headers. Steadies the Bicycle. Makes pedal mount easy.

$1.50 Post Paid.

OVERMAN WHEEL COMPANY,

BOSTON.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, NOVEMBER, 1886.

EDITORIAL NOTES.

The C.W.A. meet for 1887—where shall it be held? Don't all speak at onec.

The Association's share of the net receipts of the Montreal meet was eighty-five dollars.

The decision of the officers of the Association to withhold the publication of the Guide Book until the spring will be generally approved. Mr. Way, who is one of the most energetic of officers, deserves thanks for his forethought in urging the idea upon his fellow-members. To publish the book now would be practically to bury it beneath the snows of winter. Let it arrive with the flowers that bloom in the spring, and it will appeal to every cycler as an opportune publication, giving him also a very tangible evidence of the benefit of membership in the Association.

The letter from "D 322" we commend to the earnest consideration of the members of the Association. The writer is a gentleman who has taken an active and deep interest in the welfare of the C.W.A., and any suggestions he may make are certain to be dictated by a desire for the Association's advancement, and will be well worthy of discussion in club rooms and through these columns A constant tinkering with the Constitution would have a most injurious effect, but fear of that contingency should not deter us from acknowledging defects when they are patent, and for casting about for a remedy. That the present system is defective in so far as the times of appointment of consuls and chief consuls are concerned, must be acknowledged. The reasons why are clearly and forcibly pointed out by our correspondent, and need not be repeated, and his proposition that the consul's year should begin January 1 has many points to recommend it. It would be well if some of the members would ventilate their opinions on this important subject in the next few numbers of THE WHEELMAN, in order that action might be taken, if considered advisable, to place the subject before the next annual meeting.

———:o:———

Truly the tricycle seems the machine of the day. I hear the Salvation Army band have purchased three Marlborough Club tandems, with sockets especially fitted for carrying banners. This is, doubtless, a good move, and will add many more to their list, if it be only for the chance of an occasional ride.—*Exchange.*

A CHANGE WANTED.

Editor CANADIAN WHEELMAN:

SIR—While the founders of our Canadian Wheelmen's Association had hard and thankless duties to perform at the institution of this great Association (which now extends from the Atlantic to the Pacific), and should have the everlasting esteem and respect of all wheelmen, still the good work so ably instituted should not be allowed to languish in the groove in which it was founded, if on a fair trial the Code of Laws adopted at the inception are found not to be in the best interests of the community.

One matter that strikes the writer is the elections and year endings. The great fault with our present system is, 1st: The Association year ends with June 30th, when Dec. might be preferable. However, the membership being the most largely represented at the annual race meeting held at the close of the financial year, July 1st, it may not be advisable to suggest any change, although racing men might be in better training three months later in the season, and be able to lower those Alpine figures called Canadian records.

This article, however, is aimed more particularly at the consular and chief consular year. The present system is: vote for chief, April 10th; election declared May 30th (that being date of issue of THE WHEELMAN); sworn in at annual meeting July 1st. Then, and not until then, can he do anything with his district. He then, if a new man, gropes around the various centres for local consuls, and gets them partially filled by the time they expire, December 31st. He is forced to feel that his labor has been in vain. As he may not be re-elected in the following April, it would be very unfair to foist a batch of local consuls on his successor, so the district is a blank until the new chief is sworn in again.

A case in point: The recent gerrymander of districts made new chiefs and new divisions. The chief for my district (Midland, No. 4) was elected even later than the time appointed (owing to a protest), and has, since July 1st, to my knowledge written not less than *fifty* letters, besides innumerable circulars, to the various towns in his district, with the following result:

Secured—14 Hotels - - 27 Local Consuls
Yet to obtain—23 " - - 10 "

and is now met with the close of the wheeling season, and an apathy on the part of wheelmen to *even* answer correspondence—an apathy which will only wear off with the balmy air of April next, when the present chief consul may find his light extinguished by the free and independent of the district.

How much more business-like would be the system that would make the voting for chief consul and representatives occur about December 10th, and have the chief take office immediately on election being announced in official journal. Then he might have all appointments filled by the time the season opened, and be able to attend the annual meet at the head of a tour from the district composed of enthusiastic wheelmen who had been brought together by the pen of the same chief, having with them their known racing men, and having their ideas enlarged beyond the narrow limit of a club to the size of a district and the Association in general.

To make the scheme an entire success would require that membership should commence with January 1st and terminate December 31st, and that renewals should be allowable until May 1st. This would bring the bulk of the revenue of the Association into the hands of the Secretary-Treasurer before the annual meeting in July, and any members joining after Oct. 15th might be counted as members for the ensuing year, the same as the present April limit. The simple matter of the issuing of certificates in winter, when the members would be more lenient with the Sec.-Treasurer on the score of promptness, should insure that capable officer's support of this scheme.

Hoping that the members will give this their earnest thought and ventilate the scheme fully in THE WHEELMAN, and thanking the editor for allowing me to occupy so much space simply with my ideas, I am, etc., D 322.

———:o:———

THE GUIDE BOOK.

The following letter, lately sent to the officers of the Association, explains itself:

DEAR SIR,—The long-delayed Guide Book is about printed and ready to go to the binders. It contains 13 pages Revised Constitution and By-Laws; 10 pages of Racing Rules; 3 pages Sketch of the Association and its work; 85 pages of solid Road Reports; 8 pages Index to Towns and Roads; 3 or 4 pages of Hotels; 18 pages of Advertisements. The first form, to contain the Preface, List of Officers and List of Local Consuls, is not yet printed.

Our proposition was to print it at once and have the book in members' hands about close of this month. This morning we are in receipt of a communication from C. C. Way, of Belleville, and countersigned by Representatives Fenwick and Foster, proposing that sheets now printed be kept unbound until next March, when the last—or rather first—form can be printed with the latest revised list of Consuls and Officers, and the book bound and sent out. Their argument is, that if issued now the book will do little or no good towards increasing the membership, while for six months the present members will have no use for it whatever. If published as new early next spring, it will, instead of being an object of ridicule (as an unseasonable article), add prestige to the Association by its timeliness, and be a powerful lever with which old members can secure recruits.

Let us hear your ideas on the subject AT ONCE by post-card, letter or telegram. We must decide one way or another in a few days, so answer without delay and very much oblige

Your obedient servants,

W. E. TISDALE,
HAL. B. DONLY, } *Editors.*

Simcoe, Oct. 14th, 1886.

The result of the vote of the Board of Officers on the proposition of Chief Consul Way to delay the publication of the Guide Book until March 13th, 1887, is as follows:

IN FAVOR OF DELAY—President Karn; Vice-President Miller; Chief Consuls Begg, Tisdale, Langley, Way, Knædinger and Coster; Representatives Brierley, Goodman, Kyrie, Fenwick, Foster, Ross and Barnes—15.

FOR IMMEDIATE PUBLICATION—Chief Consul Jenkins; Representatives Orr and Blythe—3.

THE ROSEVILLE TOURNEY.

The three days' tournament on the new grounds of the New Jersey Cycling and Athletic Association at Roseville, Sept. 31 and Oct. 1 and 2, was largely attended, and some very interesting races resulted.

One mile promateur—Geo. M. Hendee, Springfield, Mass., first, in 2m. 55s. ; F. F. Ives, Meriden, Conn., second, in 2m. 56s. E. P. Burnham, Newton, Mass., and Charles P. Adams, Springfield, Mass., also started.

Two mile amateur six-minute class—E. A. De Blois, Hartford, Conn., first, in 5m. 45 2-5s. ; W. J. Wilhelm, Reading, Pa., second, in 5m. 46s. P. S. Brown, Washington ; S. H. Rich, New Brighton, S.I. ; C. R. Hoag, Newark ; J. W. Powers, jr., N.Y., and Charles H. Chickering, Smithville, N.J., also started.

Three mile professional lap race—Fred Wood, Leicester, England, first, 67 points ; time, 8m. 43s. ; W. M. Woodside, Minneapolis, second, 57 points ; H. C. Crocker, Newton, Mass., third, 52 points ; and C. H. Frazier, Smithville, fourth, 34 points.

Three mile promateur lap race—G. M Hendee, first, 27 points ; time, 9m. 6 1-5s. ; F. F. Ives, second, 18 points ; C. P. Adams, third, 7 points.

One mile amateur handicap—S. H. Rich, first, n 2m. 40 3-5s. ; E. A. De Blois, second, in 2m. 40 4-5s. J. W. Powers, jr., and W. E. Crist, Washington, also started.

Ten mile professional—C. H. Frazier, Smithville, N.J., first, in 30m. 22 1-5s. ; Fred Wood, second, in 30m. 23 1-5s. W. M. Woodside ; W. J. Morgan, Chicago ; John S. Prince, Washington ; R. C. Nelson, Boston, Mass., and R. James, Birmingham, England. also started.

Three mile amateur handicap—Fred. Foster, Toronto, first, in 8m. 37 2-5s. ; E. A. De Blois, second, in 8m. 37 3-5s. W. E. Crist and W. J. Wilhelm also started.

One mile amateur lap race—W. E. Crist, first, 24 points ; time, 2m. 53 2-5s. ; A. B. Rich, New Brighton, second, 20 points ; E. A. De Blois, third, 16 points

Three mile promateur handicap—G. M. Hendee. scratch, first, in 8m. 54 1-5s. ; W. A. Rowe, Lynn, Mass., scratch, second, in 8m. 54 2-5s. ; F. F. Ives, 100 yards start, third. Charles F. Adams and E. P. Burnham also started.

One mile professional handicap—H. C. Crocker, 30 yards start, first, in 2m. 44 1-5s. ; Charles H. Frazier, 25 yards start, second, and Robt. James, third.

Ten mile promateur—G. M. Hendee, first, in 31m. 4 2-5s ; F. F. Ives, second, in 31m. 4 3-5s. ; Chas. F. Adams, third.

Three mile amateur—W. E. Crist, first in 9m. 10 3-5s. ; H W. Gaskell, Boston, second, in 9m. 10 4-5s. ; Rich, third. Fred. Foster, Toronto ; P. S. Brown, Washington ; E. A. De Blois ; W. J. Wilhelm, Reading ; and H. S. Kavanaugh, Cohoes, N Y., also started.

Two mile amateur tricycle tandem—W. E. Crist and F. Foster contested with Rich and Gaskell, and won in 5m. 59 4-5s. ; second time, 6m. 3 5s.

One mile professional—C. H. Frazier, first, in 2m. 53 2-5s. ; H. C. Crocker, second ; F. Wood, third.

One mile promateur handicap—G. M. Hendee, first, in 2m. 48 1-5s. ; W. A. Rowe, second ; F. F. Ives, third. All started at the scratch.

Five mile amateur—W. E. Crist, first, in 16m. 27 4-5s. ; Rich, second, in 16m. 28 1-5s.

Five mile professional handicap—Fred Wood, scratch, first, in 14m. 42 3-5s. ; H. C. Crocker, 45 yards, second, and W. M. Woodside, scratch, third.

Five mile promateur—G. M. Hendee, first, in 14m. 41 1-5s. ; F. F. Ives, second.

———:o:———

294½ MILES IN A DAY.

At midnight on Monday last, Oct. 4, Mr. G. P. Mills, of the Anfield Bicycle Club, left Biggleswade in order to attempt to break the twenty-four hour bicycle record. Favored by fine weather he kept at his task all day, and eventually achieved the remarkable world's record of 294½ miles, the previous record having been made by Hollingsworth, an American, who rode backwarks and forwards over 13 miles of road, and covered 281 miles. The first 100 miles took seven hours and a half, and at noon Mills had reached Kingsley, and had covered therefore 150 miles in twelve hours. For the first part of the journey the fogginess of the atmosphere hindered him somewhat, and he collided with a horse, but did not, fortunately, sustain any damage. That well-known enthusiast, Mr. A. J. Hills, timed, and sent us the following telegram : "Another marvellous performance—record ! Mills, of the Anfield Bicycle Club, Liverpool (of Land's End to John-o'-Groat's fame) rode, on Tuesday last, 294½ miles in 24 hours, on the North Road. Principal places passed :—Biggleswade, Hitchin, Peterborough, Wisbech, Cambridge and Bedford. He is really a marvel and a road demon, finishing as fresh and strong as when started. The machine ridden was one of Dan Albone's 'Ivel' rear-driving safety bicycles."—*News.*

———:o:———

A MARVELLOUS RIDE.

On Saturday, the 2nd Oct., G. P. Mills, of the Anfield, started for a shot at the 50 miles road record. The start was effected from the 30th milestone out of London on the G.N. Road (Hitchin route). A tandem was to have made pace through Hitchin, but Mills simply flew away from it. At Hitchin (four miles from the start) Mr. Carling was, as he has been so frequently of late, kindly waiting to pilot and clear the ground through Hitchin, and away flew Mills, doing 19 miles in the first hour. At Henlow, Cooper and Carter, of the Biggleswade Club, met and pulled Mills along at a rare bat for a few miles. At Tempsford Dan Albone was in waiting, and led Mills to the finish at a rattling pace. Eighteen and a-half miles was done in the 2nd hour. Meantime Mr. Mills had ridden across to Hitchen Station, and caught the express to Peterborough, and proceeded out to the 80th milestone. Mills finished at a pace of more than 20 miles to the hour, in 2h. 47m. 35 3-5s., thus lifting the present record by very nearly 19 minutes.—*Cycle.*

———:o:———

It is worthy of note that Mr. F. Strange, for the second time, won the Toronto Wanderers' B.C. Challenge Cup. Taking his weight and age into consideration, he is a marvel. He bestrode his "Club Safety" on both occasions.

WHITTAKER'S NEW RECORDS.

On Sunday, October 17, after a run to the little town of Lodoga—12 miles away—and return, Whittaker noticed the wind, which had been blowing very hard during the morning, had fallen, and that everything was getting into shape for fast time on the road. Seeing things "coming his way," he began preparations after 3 p.m. to take advantage of the situation. Whit was put to bed at 6 p.m., called at 3 a.m., and instead of starting off with a stomach which was making inquiries as to whether his throat was cut or not, was made to eat a hearty breakfast. A fear was entertained that he would not ride 300 miles in the 24 hours, on account of his having to ride so hard to break the 100 mile record. It was thought it would break him down. Efforts were accordingly made to dissuade him from trying for the 100 mile, and to try only to put the 300 into 24 hours. They might as well have argued with a bull charging a vermilion-hued blanket. "The 100 mile must go, if it is in me to make it." At 4 o'clock he was given the word, and away he went up the incline, and in 20 seconds was out of sight. It was a perfect morning, the moon shining brightly ; scarce a leaf stirred, so quiet was the wind. He covered 25 miles in 1.28.10, the trip, 50 miles, in 2.59 50.2-5, slower by about four minutes than the first 50 at the former trial ; rested 2.49.3-5 ; was off again on the other 25 mile stretch ; finished 75 miles in 4.36, and 100 miles in 6.01.15.

After riding the fastest 100 miles ever ridden on the road, he sprang off his wheel and ran unaided to the tent, where he was well rubbed down and given plenty of nourishment. He rested 42.45, and started to break the 24 hour record. Finished 125 miles in 8.23.35, and 150 miles in 10.28.52. Sprang off wheel alone and ran to his tent, where the rubbing and feeding act was repeated. After resting 40.38 he started as fresh as ever, 175 miles being covered in 12.59.20 ; 200 miles in 15.13.34 1-5, when he received his third rub down and food. Rested but 20.55 4-5 ; made 225 miles in 17.18.06 ; 250 miles in 19.20.50, and again ran unaided to his tent, where he was rubbed down and given what he wished to eat and allowed to rest 27.50. Again he started, finishing 275 miles in 21.37.27, and the 300 miles amid the wildest kind of cheering, in 23.46.16 3-5, thus discounting every effort ever made on so long a course, and beating the American *record* 40½ miles.—*L.A.W. Bulletin.*

———:o:———

THE L.A.W. AND THE C.W.A.

Referring to the action of the A. C. U. in claiming jurisdiction over Canadian wheelmen, the *L. A. W. Bulletin* says : The League of American Wheelmen has always refrained from any attempt to encroach upon Canadian soil. While it has always gladly received accessions to its membership from Canada, it has been the opinion from the first that the Canadian Wheelmen's Association was not only well able to look after the interests of wheelmen in the Dominion, but also did look after their interests in a most effective manner, and it has been held that any attempt to encroach upon their domain would be an act of discourtesy meriting the condemnation of all wheelmen. But as the C.W.A. does not legislate for professionals, we suppose that the A.C.U. felt that they were entitled to encroach upon that territory with their form of racing legislation and control.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.

Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.

Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

Kingston Club, add 8:

D 0577, Wm Nicol
D 0578, J Sutherland
D 0579, W Fair
D 0580, C Greaza
D 0581, H Bibby
D 0582, T H McGuire
D 0583, J Greenwood
D 0584, W J Byrnes

Echo Club, add 11 (Berlin and Waterloo):

D 0585, Wm Stalz
D 0586, H H Allemang
D 0587, F W Doll
D 0588, R Simpson
D 0589, J S Bengeman
D 0590, G A Bruce
D 0591, O H Bricker
D 0592, N Hunsburger
D 0593, J M Barber
D 0594, J J Hendricks
D 0595, F H Kling

Woodstock Club, add 1:

D 0597, George Westlake

Victoria Club, Montreal, add 1:

D 0603, E C Mount

Unattached:

D 0596, F. F. Peake, Vancouver, B.C.
D 0600, W Noble Campbell, Quebec, P.Q.
D 0601, Colin Hetherington, " "
D 0602, W. Geo. R. Bond Cobourg.
D 0604, R. Tyson, Toronto.
D 0605, Henry E. Ducker, Springfield, Mass.

Ottawa Club, and 1:

D 0611, C W Tabor

Paris Club, add 1:

D 0612, J McL Hall

Forest City Club, London, add 3:

D 0598, J E Crawford
D 0599, J B Dignam
D 0613, William Clarke

———:o:———

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year:

W. M. BEGG, *C.C.*

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	ArlingtonHouse
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail.	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroofe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	....
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windson
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes	....
Waterford	W C Lundy	....
Jarvis	A E Youmans	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines.	A N Lindsay	Grand Central
Niagara-on-the Lake	W Bailey	....
Niagara Falls	None	2. (Clifton) Winds'r International
Dunnville	H G McLean	....
Welland	H A Willet	....
Caledonia	E S Munroe	....
Hagarsville	None	Lawson House

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto	C H Riggs	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Queen's Hotel
Newmarket	J J Watson	Newmarket
Markham	....	....
Aurora	J J Ross	Aurora

MIDLAND DISTRICT, NO. 4.

The following are the appointments for this District for the current Association year.

W. P. WAY, *C.C.*

Place.	Consul.	Hotel.
Bath	F A Minness	Wemp's
Belleville	James Bonar	Henderson
Bobcaygeon	T E Bell	....
Bowmanville	....	Rheubottom's
Brighton	Harry Whittier	Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	*Durham
Colborne	....	Brunswick
Consecon	A McDonnell	Prince Edward
Desoronto	L B Cooper	*O'Connor
Ernestown	C Mitchell	....
Fenelon Falls	A E Ames	Mansion
Frankford	T B Hope	Clarke
Harwood	A W Donly	Lakeview
Hastings	E A Reid	*Royal
Kingston	D R Depuis	*Burnett
Lindsay	....	Benson
Madoc	Geo Biggar	*Moon's
Marmora	W H Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee	....	*Campbell
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	*Windsor
Newtonville	....	....
Norwood	V Halliday	Breman's
Odessa	W J Renton	Sproule's
Omemee	J McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Picton	B W Reynolds	Royal
Port Hope	....	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Stirling
Trenton	C W Thompson	*Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of 25% to members of C.W.A.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year:

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa	Major Walsh	....
Cornwall	H Turner	....
Brockville	J W Splan	....

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

F. G. GNÆDINGER, *C.C.*

Place.	Consul.	Hotel.
Granby	F G Farwell	....
Lennoxville	E W Farwell	....
Sherbrooke	K N Rohins	....
Lachute Mills	J E Ireland	...
Waterloo	F Briggs	....
Montreal	A T Lane	....
"	C H Loggie	....
"	M H Ramsay	....
Clarenceville	J B A Pattison	....
Quebec	W N Campbell (St. Peter st.)	

———:o:———

Woodstock, Oct. 12, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I beg to advise having appointed Mr. F. M. S. Jenkins as Chief Consul and Mr. W. Blythe as Representative of Ottawa District, No. 5. Fraternally yours,

W. A. KARN,
President.

———:o:———

Woodstock, Oct. 26, 1886.

Editor CANADIAN WHEELMAN.

DEAR SIR,—I beg to report having appointed Mr. A. T. Lane, of Montreal, as Representative of Quebec District, No. 6.

Yours fraternally,

W. A. KARN,
President.

———:o:———

TRANSPORTATION.

Belleville, Oct. 12, 1886.

Editor CANADIAN WHEELMAN:

DEAR SIR,—The following Railways doing business in Canada will carry bicycles free when in the possession of a passenger holding a first-class ticket. It is, however, distinctly understood that the wheels shall be at owner's risk. Those lines marked with a star (*) will demand the production of a membership ticket in either the C.W.A. or L.A.W. from all wheelmen seeking to avail themselves of this privilege:

Grand Trunk	Canada Pacific, East & West.
Northern & N. Western	Central Vermont.
Intercolonial	Canada Atlantic.
Michigan Central	*Napanee & Tamworth
*Kingston & Pembroke	*New Brunswick
*Central Ontario	*South Eastern
*Quebec Central	

I would suggest that wheelmen at all times volunteer to put wheel into baggage car.

Respectfully yours,

W. P. WAY,
Chairman Transportation Com.

———:o:———

Foote's anti-header is becoming very popular, and is found to do what its makers claim for it—prevents the great majority of headers.

Wheelman Centres.

TORONTO.

The melancholy days have come,
The saddest of the year,
When I stow away my faithful wheel
On the top of a wooden bier
In the coal shed.

But in the glad spring time, old wheel,
When the frog from his lair doth hop,
When the birds sing their opening song
From the summit of the highest tree top,
I'll yank you down.

I'll polish again the handle-bar,
I'll clean up the spokes so bright,
That they'll glisten like the polar star
On a wintry, frosty night,
And proceed to take my first header.

CLUB ROOMS.—Committees of both our Toronto clubs have been house and room-hunting with the assiduity of a young married couple. The Wanderers have secured a fine room in the Arcade, and have furnished it with a poker, an oil painting of George Orr's poodle, a billiard table and a piano. There is an alarming rumor to the effect that a professional quartette has been formed, with Capt. Riggs as bass; Tom Laker as tenor; Daniels as baritone, and Fred Foster as time-beater. I have received formal instructions to deny it. The Victoria street policeman says that a revolution of the surrounding inhabitants has been averted thereby. The Toronto Club, as I have said, are also looking for winter quarters. They have a big nest-egg in their cash-box, and it is wise to expend some of it in furnishing a suite of rooms.

THE WANDERERS' CUP.—The five mile handicap race last Saturday, for the Wanderers' handsome silver cup, resulted in F. Strange winning it for the second time. The starters and their distances were: Foster, scratch; Fane, 440 yds.; Daniels, 1,200; Greenfield, 1,300; Strange, 1,760; Robinson, 2,100; McDowell, 2,200. The race was an exciting one, Strange running about 100 yards ahead of Foster, who finished only half a wheel ahead of Robinson. The time was about 17 minutes. Foster was severely handicapped, and the task of making up the distance was too much for even such a fast rider, as he put on his best speed the whole distance.

PETE.

:o:

RACES AGAINST TIME.

The hardest thing in the world to beat, when held by honest and capable men, is the watch. It is never out of condition, and it does not wait upon a horse which swerves, tumbles, or breaks. It goes steadily forward, indifferent to excuses, and without a grain of charity in its action. Just think of the courage required of Maud S. in her struggle against the watch at Cleveland! The first quarter was trotted in 32¾ seconds, and the second quarter in 31¾ seconds—a 2.07 gait—making the time at the half mile 1.04½. Had she been competing with another horse, the bruising 2.07 clip would have told upon him, and he would have been eased a little to recover his wind, thus allowing the great mare to slacken her stride also. But the long hand of the watch was not tired in the least. It did not hesitate, and Maud S. actually increased in pace, trotting the third quarter in 31 seconds—a 2.04 gait. Down the homestretch she had to persevere, because there was no evidence of faint heart on the part of the watch. She crossed the score in 2.08¾, and thus beat time by a full half-second. The second half-mile was trotted faster than the first half. This effort required the utmost poise on the part of her driver, and imposed a far greater strain upon the chestnut queen than would have been done by a contest with the fleetest horses that the world has ever seen. In a race, horses are eased after a very sharp brush, and not much attention is paid to time. But when the watch is chosen for an antagonist, lagging is out of the question. It is a desperate drive from start to finish, calling for every ounce of force held in reserve. The powers of endurance are thoroughly tested in flights like the 2 14 of Goldsmith Maid, the 2.13¼ of Rarus, the 2.11¼ of St. Julian, and the 2.10 of Jay Eyesee.—*Turf, Field and Farm.*

:o:

A MICHIGAN MOSSBACK

As an example of the feeling that has to be contended against in certain quarters, the *Bulletin* clips the following from the Adrian (Mich.) *Weekly Press:*

"It is about time to agitate, by law, the propriety of forbidding the use of bicycles. They are prolific of any amount of injury, and no good to any one. We don't believe in sumptuary legislation, but the bicycle nuisance begins to make a suffering public cry aloud for some redress. Still, if people want to break their necks on a bicycle, we suppose that great American privilege should be granted, but a decent regard for the comfort of others should restrict the sport to some private park instead of the public highway."

:o:

TRADE NOTES.

It is worthy of remark that both the first and second man in the Speedwell 50 miles road ride bestrode "New Rapids"

The Coventry Machinist Company's new safety will have the name of the "Club Tourist," and is likely, we hear, to take the public fancy.—*Wheeling.*

Mr. M. F. Johnston, of Toronto, has won a large number of prizes this year. He attributes it to the firmness of his "New Rapid" wheel, and claims that no other wheel would stand the test he has put that to.

Owing to the business push of Charles Robinson & Co., of Toronto, and to the merits of the machine they handle, the Rudge is now to be found in all parts of the country, and their claims that it is one of the most reliable and high-grade bicycles made, would seem to be borne out by the large business they have done during the season just closed. They now advertise their winter line of goods, such as snow-shoes, toboggans, mocassins, blanket-suits, etc. They have issued a winter catalogue, which will be sent upon application.

:o:

TWENTY-TWO MILES IN AN HOUR.

W. A. Rowe, of Lynn, Mass., made 22 miles in 59m. 46s. on a bicycle at Hampton Park, Oct. 25th. He covered 22 miles 150 yards in one hour. He began to beat his own records at four miles, and now holds everything from ¼ mile to 22 miles inclusive, besides the hour.

"THE OWL" BREAKS LOOSE.

There was once a *Singer* named *Rudge*, who a *Rover* and *Traveller* would be, so he took passage on one of the *Royal Mail* steamers of the *Cunard* line, and after one of those *Extraordinary Rapid* passages which *Challenge* the world to equal, he landed on *Columbia's* shores. Here he met an obliging native named *Humber*, who induced him to purchase a *Mustang* of the *Standard* type, and set out in search of *Kangaroos*, which he declared in this country were of the purest *Ideal* brand, and a hunter for them could not expect to become a *Victor* unless armed with a *Special Club* made for the purpose, which made the hunter almost *Invincible*. Thus armed, he started on his *Star* engagement as a *Premier* slaughterer— But why continue? This must have already set every chestnut bell in the club ringing, and a muttering sound like "rats" from outraged members warns one that to continue might bring serious or fatal results.—"THE OWL" in *Wheel.*

:o:

ROWE LOWERS THE MILE BICYCLE RECORD.

The one mile bicycle record for the world has again come to America, after being kept by England since August 24, when Percy Furnivall put it at 2m. 30s. Geo. M. Hendee made an American record of 2m. 31s. on the last day of the Springfield tournament a month ago. On Oct. 23 Wm. A. Rowe, of Lynn, put it down to 2m. 29 4-5s. on the Hampden Park track. Rowe and Hendee both withdrew from the promateur ranks and rode as professionals, with professionals as pacemakers that they might have better pacing than the available promateurs could give. Rowe, in his mile ride, had W. M. Woodside, G. M. Hendee and H. G. Crocker for pacemakers, and they carried him around in good shape. His times were: Quarter mile, 37 2-5s.; half mile, 1m. 14 2-5s.; three-quarters mile, 1m. 50 1-5s.; mile, 2m. 29 4-5s. The last two times are world's records, and now Rowe holds the world's record for all distances from a quarter of a mile to twenty-one miles and for the hour.

:o:

ONE VIEW.

The promateurs are to be confined to races among themselves, but the Pope Manufacturing Company controls Rowe, Hendee, Knapp and Burnham, undoubtedly the best men in America. These four men are not to be allowed to race against each other, but are to be scattered around at various meetings to down all comers from the ranks of rival manufacturers. It is tolerably certain that every promateur race will fall to the lot of one of these men, and their less speedy rivals will be defeated time after time. It does not stand to reason that the employers of the defeated men will stand this state of affairs long, and in consequence they will withdraw their patronage. The only hope for this class that I can see at present is that some of the second-raters of last season will develop unexpected form, good enough to down the Pope Company and its flying employes, and this seems extremely improbable, as, with the exception of the performances of Rowe, Hendee and Knapp, we have heard of no startling time this season. If things continue as they have begun, the season of 1887 will find the four fast men forming "Promateur Class, Pope Manufacturing Company, managers and proprietors."—*Providence Journal.*

AFTER THE RECORDS.

Springfield, Oct. 13th.—W. A. Rowe against time :

	M.	S.
First mile	2	37 1-5
Second mile	5	14
Third mile	8	02 1-5
Fourth mile	10	45
Fifth mile	13	27 2-5

Springfield, Oct. 14th.—W. A. Rowe against time :

	M.	S.
First mile	2	35 2-5
Two miles	5	11
Three miles	7	48 4-5

At Coventry (Eng.), on Oct. 8, Tom Battensby, of Newcastle, lowered the professional tricycle record from two to ten miles. Howell and Bert made pace, and Henry Sturmey held the clock. The air was still and warm, but the track was rather heavy. Times :

	M.	S.
One mile	2	58 1-5
Two miles	5	47 2-5
Three miles	8	45
Four miles	11	41 1-5
Five miles	14	42
Six miles	17	40 4-5
Seven miles	24	41
Eight miles	23	45
Nine miles	26	47
Ten miles	29	41 3-5

He rode a Rudge Crescent.

Wm. A. Rhodes, of Dorchester, Mass., made a successful dash at the bicycle records on the Hampton Park track, Springfield, Mass., Oct. 9. The day was a perfect one, with no breeze, and the track was excellent. Rhodes' great feat was to ride twenty-one miles within the hour, and he is the first rider in the world to do it. He made new world's records from eleven miles up. Rhodes rode in magnificent form throughout, bending way over the handle-bars, and sitting up but once or twice. He was paced by F. F. Ives, of Meriden, Conn., the greater part of the way, Jack Illston, of Hartford, and Willie Haradon, of Springfield, alternating with him. The new records which he made, with the old ones he has broken, are as follows :

Miles.	Rhodes. Time.	Rowe's former World Record. Time.
11	31.11	31.37 1-5
12	33.57 1-5	34.32 3-5
13	36.52	37.24 3-5
14	39.38 3-5	40.25
15	42.29 2-5	43.26 1-5
16	45.14 1-5	46.29 2-5
17	48.03 4-5	49.25
18	50.53 2-5	52.25 1-5
19	53.38 1-5	55.22 2-5
20	56.28 2-5	58.20
21	59.12 2-5	

Greatest distance in the hour.

A full force of officials witnessed the ride against time, and the timers were C. E. Whipple, Arthur L. Atkins and H. G. Cornish.

Champion Rowe could not rest under the knowledge that his hour's record had been taken from him, and so he essayed to take back that taken from him by Rhodes. The day did not promise much as a record day, but before he had been running long the wind died out entirely. The records taken as below are all world's records from six miles to finish :

Miles.	M.	S.	Miles.	M.	S.
1	2.40	2-5	12	33.09	
2	5.28	4-5	13	35.54	2-5
3	8.11		14	38.43	4-5
4	10.57	2-5	15	41.32	1-5
5	13.42	1-5	16	44.25	
6	16.31	1-5	17	47.12	1-5
7	19.16		18	50	
8	22.04	1-5	19	52.47	7-5
9	24.48		20	55.36	
10	27.37	1-5	21	58.19	2-5
11	30.22	4-5			

World's record from this on to finish.

Within the hour, 21 miles 1149 1-3 yards. This beats Rhodes' record by about 615 yards. This brings the record 610 yards short of 22 miles. Will it be done this season? It will be observed that in the above run Rowe failed to get the two to five mile record held by Rhodes, and so Wednesday he started to cover same. Rowe's times : One mile, 2.37 1-5 ; two miles, 5.14 ; three miles, 8.2 1-5 ; four miles, 10.45 ; five miles, 13.27 2-5, cutting Rhodes' record of 13.30 two and two-fifths seconds.

A. G. Whittaker has had a try at the twenty-four hour record, and claims to have made the following times :

	H.	M.	S.
50 miles	2	59	50 2-5
100 "	6	1	30
150 "	10	28	52
200 "	15	30	30
300 "	23	46	—

C. H. Frazier claims the mile Star record in 2.38 2-5.

:o:

IN RE KNICKERBOCKERS.

DEAR OLD WHEELMAN,—"Garth Grafton" is a bright, clever and entertaining lady journalist now on the staff of the *Globe*. I wrote her the following letter the other day :

MADAM,—I am a young man ; ride the bicycle and wear knickerbockers whenever I mount my wheel, but the Small Boy objects to this radical change in my attire, and expresses his dislike in remarks that hurt my feelings almost as much as a "header." Now, I would ask you, as a regulator of fashion and a dress critic, what is your opinion as to the effect upon the public mind of a pair of nickers and high-ribbed stockings? If we were to boldly march forth, arrayed to a man in these garments, would you object? Would it affect our standing in society, or has the Small Boy really the confidence of the public in his criticism?

As her reply may be of interest to the rest of the Knickerbocker Fraternity, I send it to you for insertion in THE WHEELMAN if you think well :

You ride the bicycle! Then I condole with you as one who has passed through one of earth's severest trials. It was my painful privilege to watch earth trying Theophilus after the bicycle method the other day. My respect for Theophilus has never been the same since. I hope, while riding the bicycle, you are careful to adopt an expression consistent with the festive nature of your acrobatic performance. Some bicyclists don't. I have in my mind's eye a man who trundles along Jarvis street every day with the facial cast he might reasonably be expected to assume at the funeral of his long-lost uncle. Another wears an expression of painful anxiety. Another stares fixedly before him into space as if possessed of a grim determination to solve the mystery of fate before he reaches his boarding-place. Another tilts his hat a little to the left and bowls along with a pensive, far-away look—it's easy to guess what he is thinking of! Dinner? No. HER! Now, you may say that all these expressions are adopted with intent to impress the passing acquaintance feminine with the idea that the bicyclist doesn't know she's there, that the wheel becomes so familiar as a means of transit that its rider rides as he would walk, and so forth; but I assure you if you knew how positively ridiculous you do look with any of them on, you would on no account permit yourself to appear in them. As to the knickerbockers, you have my sympathies again. Your deference to the opinions of the Small Boy is an act of tact and precaution. He may see it and be appeased. Having thus propitiated him, however, if I were you I would continue to wear the "knickers." They are immensely becoming to the Canadian youth, the average American is a caricature in them, for obvious reasons. But the average American, under almost any circumstances, is a caricature beside the average Canadian. This is written, as the lawyers say, "without prejudice." If you "were boldly to march forth, arrayed to a man in these garments"—no, I wouldn't object. I should applaud—and criticise. Would it affect your "standing in society"! That's just like a man! How could it, if you all did it? Anyway, I don't see why you shouldn't stand in society, or anywhere else, quite as comfortable in knickerbockers as in what you ought to call trousers, but don't usually, I am sorry to say. No, the Small Boy has not the "confidence of the public in his criticism." The Small Boy has the confidence of the public in nothing whatever.—GARTH GRAFTON.

Toronto, Oct. 20, 1886. PETE.

:o:

Why is a colored professional cycler like the rubber you use for erasing ink-marks? Because he is an "inky racer" (ink eraser).

YE LAST-LAP BELL.

When the trumpet sounds on the warrior's ear,
He grasps his brand, for the foe is near ;
And the ardor of battle fills his breast,
As he rushes forth to its stern behest :
So flies to the front the peaceful steel,
And swiftly flashes the glittering wheel,
As the rider hears 'mid the voices' swell
The thrilling sound of the last-lap bell !

For he knows the battle is nearly done,
As the fliers close surely, one by one ;
And the struggle is fierce, but hopes are high,
While gallantly moving they swiftly fly
With a desp'rate speed, for the goal is near,
All heedless of danger in front or rear—
No need of the shouts of the crowd to tell
Of that "One more lap," for they hear the bell !

As the jaded steed at the spur will spring
With vigorous bound—so the warning ring,
That floats on the breeze with its music shrill,
Gives a fire and strength to resolve and will.
It speaks not to all with a voice that cheers—
The faltering waver, the faint heart fears ;
Fair dreams are unreal—ah ! then 'tis a knell
For a hope that is dead—a passing bell !

To the stout of heart it would seem to say,
"Courage ! press on ! for the laurel to-day
Is yours if you battle in knightly sort.
Though rivals are strong and the distance short !"
And all craven thoughts to the winds are thrown—
Merrily, steadily holding his own,
The victor discovers a potent spell
In the echoing ring of the last-lap bell !

—*F. F. S. in Cyclist.*

"Lars Porsena," in the *Bulletin*, says : Passing from men to times. Furnivall said that had he been able to afford a longer stay at Long Eaton he would have put the records where they ought to be. This was a strong statement for Furnivall, who, as a rule, cannot be persuaded to take a sanguine view of his own powers, and we asked him what he regarded as the bottom limit for the mile record. He replied that he could not say, but that he thought that if Dick Howell was started behind the trotter Maud S., with a couple of boards up on the car to protect him from the windage, he could get very close to the trotting records and certainly do 2.20. "For," said the champion, "I reckon this way. So perfect are ball-bearings nowadays that their friction need not be considered—nor do I take any particular account of the friction when the wheel strikes the path. Windage is everything. Thus, as the trotter cuts through the air, the bicyclist following has only to hang on and the record *must* go—see?" We explained that we saw the *rationale*, though the "hanging on" from personal experience did not strike us as so simple. Furnivall is, however, persuaded, in his own mind, that Howell and Wood, and we think we may say Percy Furnivall, could stick to Maud S. very nearly, if not quite, through a mile. The grave young man went on to say : "No real credit is due to the record-breaker himself. It is due to the pacemakers who take him along. Better tracks and artistic, speedful pacemaking are the secrets of the great records lately accomplished."

"Ho! stand aside!" the wheelman cried,
As down the road he went
At break-neck speed, "for I am bound
To reach the tournament."

He struck a stone ; the header came,
And o'er the wheel he went
In graceful summersets—alas !
'T was not the turn he meant.

—*Al. Spink, in St. Louis Critic.*

Wheel Tracks.

London now boasts of a lady tricycler.

Furnivall announces that his racing days are over.

Hendee is still a minor, just having passed his 20th birthday.

Rowe and Hendee say that this is their last season on the track.

Van Sicklen, Chicago's crack rider, is to retire from the racing path.

It is claimed that over $1000 was sunk in the Springfield tournament.

St. Louis wheelmen mourn because Percy Stone has joined the promateur ranks.

H. M. Ramsay, of Montreal, has been showing a fast pace on a Premier Safety.

Knapp, formerly of the Columbia team, is now a partner of the Denver Wheel Company.

The Springfield Club made $400 on the minstrel show, and came out even on the tournament.

Mr. C. F. Lavender, the ex-champion, rode up Highland Hill the other day on a "Club Safety" bicycle.

The Cycle is only a year old, but in that time has made itself a leading authority on cycling matters.

Another good amateur gone into retirement for good. This time we have to write the name of A. B. Rich.

All the big clubs lost money over their tournaments. The absence of the Englishmen was badly felt, after all.

The Ripley Road Club has accepted Lacy Hillier's resignation, and elected W. McCandlish to fill the vacancy.

Canadian wheelmen have reason to be proud of their representative on the path this year. He should be fostered.—*Cycle.*

The N.C.U. lost money on its championship meetings this year, instead of netting a handsome profit, as they have in previous years.

If you have not yet tried Foote's anti-header, write to the Overman Wheel Company, Boston, for one. You will be delighted with it.

John G. Hitchcock, Nebraska's champion bicyclist, died of paralysis at St. Louis, Oct. 3. He was well known and popular in the west.

England is promised the sight of a Chinese fancy rider that can do astounding feats on a bicycle. Among other things, he rides upon an inclined wire.

Mr. A. T. Lane, of Montreal, was pulled off his wheel the other day by a big St. Bernard dog, and had to carry his leg in a sling for some time in consequence.

Adam Forepaugh proposes to lay out a bicycle track in Madison Square Garden, New York, and there nightly give races for amateurs and professionals, to be run under the auspices of the L. A. W.

The United States Treasury Department has decided that a bicycle purchased and used in Canada by a resident of the States is entitled to free entry as "personal effects."

The stupid man continues to take headers, but the wise man purchaseth a Foote's anti-header, and thus avoids the ceremony of tasting the earth and barking his nose. Be thou wise.

The National Cyclists' Union Review and Official Record is the long name of the latest addition to the English cycling press. As its name would suggest, it is the organ of the N.C.U.

It is a fact that cycling has more newspapers than any sport in the world. It is one of the only pastimes which gives regular employment and respectable remuneration to its writers.

The old definition of an amateur as held in England was that he must be a "gentleman," *i.e.*, not a mechanic, artisan, or laborer. This arbitrary line of distinction has been abolished.

A 64-inch bicycle is the largest wheel ever turned out in this country. The Columbia people have made this wheel for a Texas gentleman, who stands six feet seven inches in his stockings.

"How did you hurt your nose?" said Mr. Munnybags to his bookkeeper. "Taking a trial balance, sir." "How in the name of all that's figurative could you be taking a trial balance?' "It was on a bicycle, sir."—*The Cycle.*

Never was a man more disappointed than was Lewis Frye, the old-time champion, when he lowered his colors to Geo. Hendee. The whirligig of time has now shown Hendee behind Rowe, and Lewis was there to see the thing done.

The haughty Britisher man gets the best of us in such things of minor importance as the fisheries, but when it comes to matters of vital consequence like yachting and bicycling we can make the British lion howl with impotent rage.—*Signal.*

G. P. Mills, the great road record-breaker, seems insatiable. He is not satisfied with the ordinary bicycle and tricycle records, but is now going for the best times on all types of machines. His next effort will be on an "Ivel" safety (Rover pattern).

The illuminated parade of wheelmen in St. Louis on the night of Oct. 1, under the auspices of the League of American Wheelmen, was a novel and attractive spectacle. About 350 riders took part in it, the procession being about a mile in length.

Geo. M. Hendee is to cycling what Charley Courtney is to rowing. They both can beat the world in practice or in private, but when it comes to a case of man to man, they are ignominiously defeated by competitors who have grit in keeping with their speed —*The Wheel.*

The instance of a father and son winning races in two different kinds of sports in an afternoon must be of very rare occurrence, but such was the case, if we are correctly informed, last Saturday. Dr. F. J. Furnivall was one of the winning crew in a sculling fours race on the Thames; while his son, P. Furnivall, the record-breaker, put two magnificent challenge trophies to his credit at the Surrey B.C. races on the same day.—*News.*

The ten-mile bicycle race for the Surrey Silver Challenge Cup was contended for by fourteen amateurs at Kensington Oval, London, England, Sept. 18. P. Furnivall proved the winner, covering the distance in 33m. 40 2-5s., which is the fastest record for a grass track.

When we see Crist given fifteen yards with Rich and Foster at scratch, and Crocker given twenty-five yards more than Prince, we raise our hands in wonderment and admiration at the judgment shown. Yet this is a specimen of handicapping done at Roseville.—*World.*

The English cycling press and the racing men are making a strong effort to have the amateur definition abolished entirely. Leading men are falling into line week after week, and unless there comes a sudden lull, it is quite possible that all hands will race together next season.

Burley Ayres and his assistants are at work on the route book that is to be published by the Touring Department. It will be divided into four sections, as the Touring Department divides the country, and will contain full reports of all the best general routes, with carefully-arranged maps.

By the way, the air is full of rumors of press changes. We are told that Prial will retire from the *Wheel;* that Bassett will give up the *Cycle* and devote his time to the secretaryship of the Sterling Tricycle Company; and that a new cycling monthly will soon make its appearance.—*World.*

It is stated that the Beeston-Humber firm have, in the person of young Illston, a man who can "smother" Furnivall's record of 2.30, but they don't propose to bring him out until some one else does the mile better than that. They do say that Illston can cover the mile in 2.26 1-5, and really has done it.

The Cycle says: We think Massachusetts could send on a team that would beat the world,—Rowe, Hendee, Burnham, Rhodes, Gaskell, Hunter, Adams. Match them. Also match the five men who entered the final heat in the one-mile amateur race at Lynn on the first day,—Foster, Rich, Gaskell, Hunter, Brown.

The one hundred mile road race of the Boston Bicycle Club was held on Saturday, Oct. 2. A fifty mile course was laid out, starting from and finishing at the Faneuil House, Brighton. There were six starters in the amateur class and three promateurs, the latter being sent away five minutes after the amateurs started. The race was practically a failure, as the only one to cover the full distance was W. S. Doane, Dorchester, who, however, reduced the American amateur record to 7h. 14m.

A 56-in. wheel makes three hundred and sixty revolutions per mile. Sixty revolutions per minute equal ten miles per hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour; or, to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but the above is easily remembered and quite exact.

This is the way the professionals live: Wood and Woodside are salaried; James has a private income; Prince and Eck have scooped lots in giving six days' races and exhibitions. Neilson has a backer who "puts up" on the genial Bob; Frazier and Crocker are paid; Morgan has a side show in the shape of an interest in a theatrical agency west; and Merrill runs a bicycle shop.

The latest novelty is the melocipede. It is derived from two Greek words, *melo*, music, and *pes*, a foot. A melocipede is, therefore, a musical bicycle, so constructed that the rider, without any extra exertion beyond that necessary to propel his machine, can pedal out sonatas, waltzes, marches, and, in fact, any music which may suit his fancy as he wheels along.—*Evening Mail.*

In the winning summing up of mounts by the several English cracks, Furnivall heads the list with 18 firsts, then comes Fenlon with 15; Hall and Lewis each with 12. Fenlon has taken the greatest number of prizes, that is, 31 in all; then Hale with 26, Lewis with 23, and Furnivall 22. The latter was second in four races, too, Allard, Wareham, Speechly and Evans, the latter a handicap race.

One of our "star" riders tells a good story. While on a run which led him past a number of sugar plantations, he stopped at one of them for water, and, as is usual in such cases, was immediately surrounded by all the darkies around the place. One old fellow inquired, "Say, boss, is yer goin' to s'vey dis here plantashun?" He took the bike for a surveyor's instrument. The cycler wilted.

It appears, after all, that Will Robertson, of Washington, was not so idiotic as the newspaper accounts would lead one to believe. He did ride over the coping of the Cabin John Bridge at a dizzy altitude, and the latter part of the journey on the big wheel alone, *but*—BUT—there was a rope tied around the body of the sensible cycler, the other end of which was held by friends, and another line was attached to the machine and was secured in like manner.

As an illustration of the rate of speed at which the finish of bicycle races is made, it is cited that the photographers were unable to catch the men on account of the rapidity with which they moved. Trotting horses, however, have been photographed. Some curious ones took the time of some of the riders for the last 100 yards, and Woodside was timed as doing the distance in six seconds. This would be at the rate of a mile in 1m. 45 3-5s. On looking over one of our back numbers, we find that in 1881 Jack Keen was timed over 100 yards in a practice sprint, in 5s., or a 1m. 30s. gait. Jack was at his best then.—*Cycle.*

Singer's new safety bicycle is thus described: The two wheels are of the same size—the front, of course, being the steerer, the back the driver—the handles and saddle are adjustable, a powerful brake acts on the front wheel, and a pair of footrests are fitted to make the rider thoroughly appreciate downhill work. Those who have ridden it pronounce it a fine machine, and three hundred orders have been booked before a machine has been got ready for the market.

American excellence in the manufacture of bicycles is making itself felt abroad. In Birmingham, Eng., a manufacturing company is advertising itself as manufacturers of Columbia racers, roadsters and safeties. The manufacturing industries of Great Britain could not have paid a better compliment to the nicety of American manufactured machines than by choosing for a name a word which is so familiar to wheelmen all over the world, and in every respect American.—*Boston Herald.*

The great race of S. G. Whittaker, of Chicago, against time, occurred at Crawfordsville, Ind., Sept. 25. He started at 5.00 A M., reached the twenty-five mile post at 6.31, and the fifty mile point at 7-55:46½; time, 2h. 55m. 46½s. This beats the record of Golden in England by 9m. 13½s, and the American record of Webber by 11m. 13½s. Whittaker completed a run of 100 miles at 11.43:59; time, 6h. 43m. 59s., beating the fastest time ever made on the globe by 1h. 7m. 1s. Whittaker expected to cover 300 miles, but after he had accomplished about 150 he ran into a cow, and was so badly bruised that he had to abandon the race.

The Columbia bicycle prize cup has been won by N. H. Van Sicklen, he having won the cup three times, as follows: Minneapolis, Oct. 22, 1885; time for the 20 miles, 1.8.25; Chicago, Oct. 17, 1885, 1.9.00; Indianapolis, Oct. 9, 1886, 1.4.00. The other races for the cup were won as follows: Cleveland, August 19, 1884, A. C. Bates, 1.26.27¾; Philadelphia, Sept. 13, 1884, E. Kohler, 1.23.19; Boston, Sept. 26, 1884, D. E. Hunter, 1.20.58; New Haven, June 6, 1885, D. E. Hunter, 1.14.05; New Haven, June 11, 1886, A. B. Rich, 1.10.50. The Columbia prize cup was considered the finest trophy ever offered in competition in the world. The design is by L. P. Ipsen, of Boston, the whole being valued at $1,500.

W. M. Woodside, W. J. Morgan and Chas. H. Frazier, the American professional bicyclists, sail for England about the last week in November. The party will be under the management of W. J. Morgan, who brought Woodside out so prominently this year at the tournaments. The first job they tackle will be a six-day contest against the three best Englishmen in London, probably Christmas week, and then the party will give races in Birmingham, Edinburgh, Glasgow, Dublin and other places. In the spring, Woodside and Frazier will tackle Howell and Wood for the championship of the world at short distances, probably from one to fifty miles. Woodside has beaten Wood in nearly every race so far here this year, and he clearly has every right to "have a go" at this "big 'un" Howell and the championship.

Bicycling World says: We have examined the new wooden-wheeled tricycle. It has 36-in. drivers, 20-inch front wheel, lever action, long wheel base, and is very like the Rudge Crescent in its method of steering. This tricycle upsets all our preconceived notions in regard to tricycles, and departs from what all the makers of the world found to be the public demand or their own idea of what a tricycle should be. It has, first, the wooden wheels, said to be lighter and stronger than steel. It has no rubber tire, but a thin flat strip of leather griped into a flat-seated steel rim. No ball bearings, and no differential gear are its other negative peculiarities.

The racing season in England closes with Furnivall undoubtedly at the top of the tree for all distances up to five miles on a bicycle, and it is extremely unlikely, unless the definition is abolished, that he will race next year. At long distances on the path, J. E. Fenlon holds two bicycling championships, and a gamer or more sportsmanlike rider never crossed a wheel. George Gatehouse is riding into grand form, and the trio comprise perhaps the flower of the bicycling division. Next season they will have to reckon with an opposition more formidable even than that of the past, for Webber, English and Sanders Sellers are all spoken of as certain starters in next year's campaign, while of the men of this year, Osmond and Ernest Mayes are likely to trouble the best.

A Dublin rider was very much annoyed at the noise made by some filings in the backbone of a new bicycle he had just purchased, and bringing the machine back to the agent, he instructed him to unbraze the forks, and get out the filings, no matter what the expense might be. The agent, however, knew a trick worth two of that, and, without saying anything, he poured a quantity of thick varnish down the backbone, which effectually quieted the filings. The owner, when he received back the bicycle, was delighted, and asserted that it was the best performed job he had ever seen; and when the agent stated that the charge was nothing, he departed, lost in astonishment at the generosity of anyone refusing payment for a job of such magnitude as unbrazing hind-wheel forks.—*Irish Cyclist.*

A very successful meet was held by the Montreal Bicycle Club at St. Hyacinthe, Oct. 8. The track was not in the best condition, and a heavy wind prevailed during the afternoon. Spectators were numerous. Return: One mile handicap—W. G. Ross, scratch, first, in 3m. 10s.; J. H. Robertson, scratch, second, 3m. 10½s.; F. W. S. Crispo, third, 13s.; H. M. Ramsay, 10s., 0; J. A. Armstrong, 15s., 0; R. H. Ashe, 15s., 0; D. B. Holden, 15s., 0; R. C. Holden, 20s., 0; G. T. Bishop, 30s., 0. Three mile handicap—H. M. Ramsay, 25s., first, in 10m. 52s.; F. W. S. Crispo, 30s., second, 10m. 57s.; W. G. Ross, scratch, third, 10m. 36 1-5s.; D. B. Holden, 40s., 0; R. H. Ashe, 50s., 0; A. Burnett, 60s., 0; J. A. Armstrong, 75s., 0; G. Wait, 75s., 0. Five mile handicap—H. M. Ramsay, 35s., first, in 18m.; F. W. S. Crispo, 50s., second, 19m. 15s.; W. G. Ross, scratch, third, 18m. 5s.; J. H. Robertson, scratch, 0; R. H. Ashe, 100s., 0; G. Wait, 120s., 0.

Says an Exchange: I am sorry to see that Charley Frazier is showing up so poorly as a professional. Frazier was the first man of any consequence to push the "machine with the little wheel in front" (as it has always been described until lately) to the fore, and certainly deserves to stop in his racing career and lie off as a veteran. He saw his best days in '83, and it is out of reason to expect that he will ever again rank as high as at that time. If the Star is to maintain its reputation as a good racing as well as road machine, the Smithville people will have to look around for a man of quick motion and great physical power to represent their interests. Possessed of both these necessary points for Star ride s was Geo. E. Weber, and since his demise

no first-class racer bestrides the Star, unless, perhaps, Charley Kluge. But Kluge seems decidedly broke this season compared with last year's form, and it is hardly probable that he will pick up sufficiently this year to get anywhere near the fast-crank pedalers.

In *Macmillan's Magazine* for Oct., Professor Goldwin Smith writes an article entitled "England revisited." In it he gives the following flattering impressions of English healthy amusements, including bicycling: "Among luxuries are not to be counted the healthy amusments which are made more than ever necessary by the pressure and tension of commercial life. In travelling I have been struck with the number of cricket matches and local festivities of all kinds that were going on. The bicycle, too, is evidently a most happy invention; it must not only give healthy pleasure to city youth, but take it away from city pleasures which are not so healthy. England has roads suited for the bicycle which America has not."

On Oct. 23, Horace G. Crocker, of Newton, Mass., a professional, tried for the ten mile tricycle world's record held by G. A. Gatehouse, of England. He missed it by 28 seconds, but made new professional world's record and American records for all distances over the mile, and now holds all but the three-quarters and the mile, which Howell has held for a year. Crocker was paced by Woodside, Rowe and Hendee on bicycles. His times were: Quarter mile, 45 4-5s.; half mile, 1m. 28 4-5s; three-quarters mile, 2m. 12 2-5s.; mile, 2m. 57s.; two miles, 5m. 53 4-5s.; three miles, 8m. 49 1-5s.; four miles, 11m. 50s.; five miles, 14m. 15 1 5s.; six miles, 17m. 49 4-5s.; seven miles, 20m. 51s.; eight miles, 23m. 53 3-5s.; nine miles, 26m. 56s.; ten miles, 29m. 54 3-5s.

Fred Wood is real mad at his alleged shabby treatment at Springfield. To a reporter he, the other day, unbosomed himself as follows: "I will never visit this country again, and I will do my utmost to prevent all Englishmen from participating in any races with the Springfield Club. The Springfield Club formed new rules, of the existence of which I was entirely ignorant. The club did not take any pains to inform me of it either. After I had won two races I went to Treasurer Marsh to get my prizes, and he informed me that I was fined $20. I inquired the cause, and was told that I 'loafed' on the track, and that I did not get to a certain point in a given time. I told him that I was ignorant of any such rules, and he replied; 'You Englishmen come over here and do just as you please, but we have shut down on that business.' I have always labored under the impression that when a man is competing in a race he may exercise his own judgment as to the best methods to pursue in order to win."

:o:

AM I AN OLD FOGY?

The amateur question is a chestnut—wormy, too. It has been written nearly out. Still, I should like to be permitted to say my say, which is, that the old, time-honored definition of an amateur as a gentleman who does not contend for a wager or a money prize, nor with those who do so, is good enough for me. I can't see wherein our sport is so different from all other sports as to need a different definition of an amateur. Our boat clubs train and expend much money and time preparing themselves for racing. Somebody pays the bills. We have sent amateur boat crews to England. But nobody objected to them because their expenses were paid. Our wonderful sprint runner, Meyers, went to England and cut down all the records, coming back loaded with medals and fame. To accomplish this required months, and even several successive years, of training. But nobody ever asked if he paid all the heavy expense of this out of his own pocket. He remained an amateur until he ran for a money stake. Are we proud of him? Well, rather.

I don't race. I ride on my dignity, not on my speed. I would like to trade a mountain of dignity for just a little bit of speed, but can't. But when I go to see races I want to see speed. Especially when I pay for seeing races do I want to see the best speed there is. I would pay a dollar to see Hendee, Rowe, and Weber contend in a record-breaking race sooner than I would pay a dime to see all the duffers between Halifax and the city of Mexico cover their miles in over three minutes. The flying "Get There" captures my money and my enthusiasm; so he does the money and enthusiasm of the American people. The American people want to see the fliers; they don't care a straw for the duffers. If bicycling wants to captivate the American people, it has got to parade the fliers. If the League wants to spread the glory of the wheel, it has got to beat the British records, and breed the fastest fliers in the world. That is one of the surest ways to make bicycling universally popular.

Well, now, fliers don't grow like weeds. They have to be carefully cultivated from the hardiest stock. Somebody has got to pay for their cultivation. Hendee and Rowe and Weber and the rest can't beat the English unless they spend months of time and hundreds of dollars of expense in training and procuring the best wheels that can be manufactured. Not one in a thousand of the fliers is a rich man. The flying stock is usually derived from the ranks of labor and active business. Unless somebody foots the bills, you don't have fliers. Whether the club, or a manufacturer, or a wealthy promoter of the sport pays the expenses, makes no difference with the result. It is the trained cracks who draw,—who always will draw,—who do more to promote bicycling as a national sport than any other class. So long as they do not ride for wages, or with betting men, they are amateurs in the old-fashioned sense. Why should they not be? But there are, or may be, amateurs and amateurs. Why not compromise this business, and divide amateurs into two classes? Class A: Those who pay their own expenses, and fall within the present rule. Class B: Those whose expenses are paid in whole or in part by their clubs, or by promoters of the sport, no matter who, provided that such expenses are paid by men who are themselves gentlemen amateurs, and not gamblers; and disqualify any who ride in a class to which they do not belong. It seems to me that here is the sensible compromise. This would give Class A a fair chance, and their best men would graduate into Class B, and so keep this class of renowned fliers full to hold the championship for this country. If the League is to take entire charge of racing, it may also create a third and wholly separate class of distinctively professionals.—PRESIDENT BATES, in *Bicycling World*.

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Special Notice to Wheelmen.

We have just laid down a large plant for the purpose of Enamelling Bicycles and Tricycles (the Harrington process), and are now in a position to Enamel a Bicycle at $5 and make it equal to new. We are the only firm in Canada that enamels through this process.

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In the Spring. Still further improved on for 1887.

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Cheapest Bicycle in the world. It is fitted with Ball Bearings to both wheels, Cow Horn-shaped Handle-bars, and latest improvements.

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RUDGE LIGHT ROADSTER,
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THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
HUMBER TANDEM TRICYCLE,

And about 70 Second-hand Wheels of all makes.

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A BARGAIN.

52 inch Liverpool Racer, "Æolus" balls to both wheels and pedals. T handles. *Never been ridden.*

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A first-class Light Racer in perfect Condition.

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1886.

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All the Latest Novelties from Bicycle Exhibition held in Boston, May 27th, 28th and 29th.

Store is close to the Windsor Hotel, and is open until 10 o'clock in the evening.

We have the following Fittings in stock:

SADDLES.—
- Buffer
- Long Distance
- Brooks Lever Tension
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- Victor
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STEPS.—
- Hillman's Adjustable
- Harwood's "
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BAGS.—
- Multum in Parvo
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- King's Own
- Cyclists' Wallet
- Don Tool Bag
- Handy Tool Bag
- Buffalo
- Challenge
- Premier

BELLS.—
- Hill & Tolman Automatic
- Butcher Automatic
- &c., &c., &c., &c.

LAMPS.—
- King of Road
- Pioneer
- Boys' Own
- Foot-Rest Lamp for Kangaroos, &c., &c.

SUNDRIES.—
- Perfection Tire Heater
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- Yankee Wrenches
- Caliope Whistles
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Have you got a *Screamer?* If not, then send 50 cents for one, and be happy ever afterwards.

Have you got a roll of *Tire Tape* in your valise? If not, send 25 cents for 3 rolls; it is invaluable.

A. T. LANE, - - MONTREAL.

On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¾-MILE (World's Record).....1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record).....11.05
5 MILES (World's Record).....13.57 2-5
6 MILES (World's Record).....16.47
7 MILES (World's Record).....19.38
8 MILES (World's Record).....22.24 2-5
9 MILES (World's Record).....25.18
10 MILES (World's Record).....28-03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....A. B. RICH

THE COLUMBIAS AT LYNN,
MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE.....S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....W. A. ROWE.
2-MILE LAP RACE.....GEO. M. HENDEE.
2-MILE HANDICAP RACE.....F. S. HITCHCOCK.
¼-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.
World's Record. Time—.42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY).....THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*.
(ON THE WAY.)

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The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. IV. LONDON, CANADA, DECEMBER, 1886. No. 2.

- - THE VICTOR - -

1886 — LIGHT ROADSTER — 1886

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LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

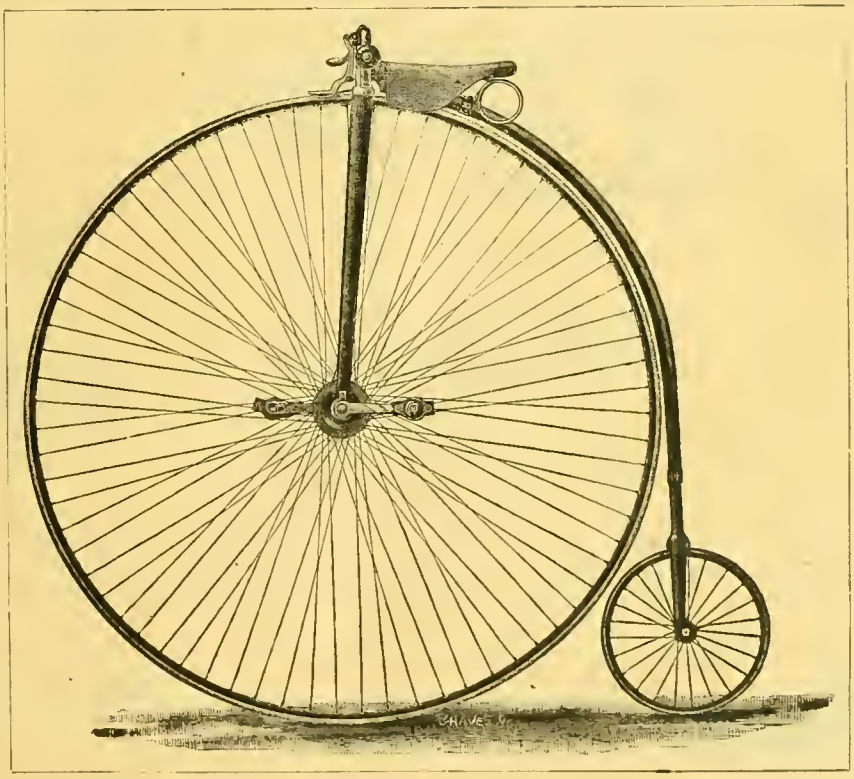
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

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EVER OFFERED IN THE MARKET.

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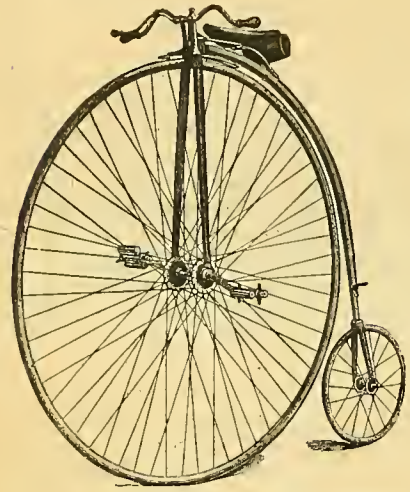

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It is a wise cyclist who knows a good wheel,
And the good wheel he knows is The Rudge.
The best in the market is the cheapest;
Therefore The Rudge is a good investment.
The Rudge is the World's Bicycle to-day:
It has worthy competitors, but no superiors.
The chap with the long head is going to get rid of his old mount next spring.
He is, furthermore, going to get one of our 1887 pattern of The Rudge.
The Rudge Rider is the one who extracts the most enjoyment out of wheeling;
He lives long and marries the best girl in his town;
He's elected Alderman, Pathmaster, Honorary President and Member of Parliament.
The common people strive to do him honor;
They pay his taxes and street-car fare, and their respects;
They bail him out when the strong arm of the law catches him riding on a side-walk.

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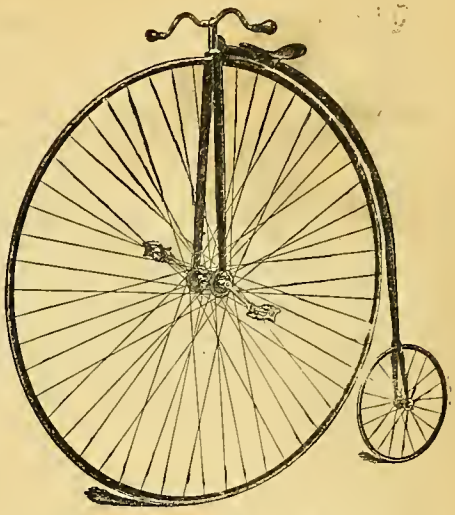

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KING OF

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My $90 wheel the best value ever offered. Balls all over. Ball Pedals.

Thanks to my many Customers for past favors. Be sure and see my stock and prices for 1887.

☞ WAREROOMS AND STOCK INCREASED DOUBLE ANY PREVIOUS SEASON.

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London, = Ontario.

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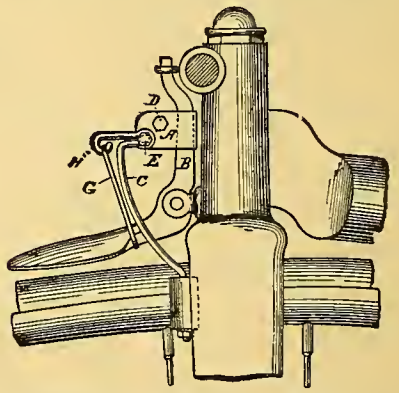

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$1.50 Post Paid.

OVERMAN WHEEL COMPANY,

BOSTON.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, DECEMBER, 1886.

THE GUIDE BOOK.

We are in receipt of an advance copy of the C.W.A. Guide Book, which will be distributed to members before March 15, 1887. The book contains 144 pages of closely-printed matter, being 16 pages larger than the Guide Book of 1884. This, however, does not properly represent the increased amount of information given, as a great deal of unnecessary and tautological matter that somewhat cumbered the former book does not appear in this, its place being taken by road reports, the furnishing of which is the principal object of the book. To illustrate the proportions of matter in the old and new book, the following comparison may be interesting:

	1884.	1887.
Road Reports	47	83
Advertisements.....	24	18
Constitution and By-Laws, etc.	14	21
Historical	7	3
Index to Places and Hotels...	0	14
Miscellaneous	21	5
Recorks...	6	0
Bicycle Clubs.....	9	0
	128	144

It will be noticed that in the new edition the records of races have been omitted. This was deemed advisable in consequence of the constant changes which the records undergo, which makes their publication in the permanent form of the Guide Book of but little value. The great object of the book, as stated, is to supply information of use to wheelmen touring through the country, and in this respect the new edition is a model publication, and one that will be of great value to all touring men. The experience gained by Mr. Donly in getting out the first book has stood him in good stead in the preparation of this one, of which he and Mr. W. E. Tisdale, of Simcoe, have been the editors. They have evidently made great endeavors to have every portion of the Dominion represented as fully as possible in the book, and all who know how difficult it is to interest distant members, and secure from them trustworthy information, will appreciate the work done by these two gentlemen. From Manitoba to Nova Scotia, the principal roads of the country are described minutely and clearly. Commencing at St. Thomas, the book treats of the roads west to Windsor, Chatham and Sarnia; north to Goderich and Port Elgin, and west to Toronto, embracing within this district all the area between Lake Erie and the Georgian Bay, a section of country very fully described in the old Guide Book, but to which 5 pages more are devoted in the new one. Thirty-two pages describe the roads from Toronto to Montreal, as against 13 in the old book. For this great increase in the volume of information—the most noteworthy in the book—credit appears to be chiefly due to Messrs. C. J. Langley, of Toronto, W. P. Way, of Belleville, and G. A. Mothersill and F. M. S. Jenkins, of Ottawa. Quebec district, the Maratime provinces and Manitoba receive a fair amount of attention, but not so much as they deserve—a defect, however, that only the wider extension of the C.W.A. into those provinces will remedy.

Altogether, the book,—which, by the way, is got up in excellent typographical style,—is a most useful little volume, of credit to its compilers and to the Association by whom and in whose interests it is published. We know of no guide book on this side of the Atlantic that so thoroughly covers such an extent of splendid riding country, and the C.W.A., in issuing it, have certainly "made themselves solid" for all time to come with those riders who are something more than carpet knights—who wrest from the roads of Canada that health and pleasure that only those who leave the city's pave behind can find.

:o:

A MODEL MEMBER.

Let every wheelman read the appeal of that energetic and enthusiastic wheelman, "D 322," and then follow in his steps by doing what is possible to advance the cause of the C.W.A. "D 322" is not a talker only—but a worker. He never asks a fellow-member to do what he is not willing to do himself; and in his section of the dominions of its Excellency, the C W.A., he has done much to increase the respect felt for it, and the appreciation of the benefits of its rule. His "appeal" goes straight to the point, and we hope will stir up "D 322's" all over the country, to make the C.W.A. grow and prosper throughout the length and breadth of Canada. Practical work is what is required—the work that drums up new members; spurs up the lagging old ones; fills up the clubs; rolls up the membership; keeps up the enthusiasm; gets up races and tours; goes up to the annual meet, and promptly pays up at the beginning of every Association year.

:o:

WHY WHEELMEN SHOULD JOIN THE C.W.A.

A low estimate of the number of wheelmen in Canada would be 2000; of these our Association claims about 650—certainly too small a number among so many riders. It is the purpose of this communication to address a few words to the non-members of the C. W. A., with the hope that they may be induced to join an organization which offers so much and costs so little.

The object of the C. W. A. is: To promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; and to encourage and facilitate touring. Is not the purpose of such an organization a good one? Is not the prosperous condition of cycling in Canada to-day a proof that this work is being well done? Is there any good and sufficient reason why every amateur wheelman over 18 should not apply for membership *at once?* Consider for a moment its value as an investment. Does it pay? You, as an individual, invest one dollar per year, or if a club in a body, 50c. *per capita.* The return you have is as follows:

First—A guarantee that the best efforts of the Association are available in your behalf wherever and whenever your lawful rights as a wheelman may be unlawfully interfered with.

Second—The assurance that the right hand of fellowship is held out to you in almost every city, town or village in Canada.

Third—The entire official machinery is at your disposal when you want information in regard to touring, roads, etc.

Fourth—You have the benefit of a 25% reduction in rates at all the Association Hotels in Canada; and, to the credit of the Consuls be it said, they are the best in every case.

Lastly—You have the monthly visit of THE WHEELMAN free of cost and filled with spicy matter concerning Canadian wheeling.

Try the C. W. A. as an experiment; test its freemasonry; investigate its benefits; consider its advantages; read THE WHEELMAN. Try it, and there are few of the hundreds of Canadian wheelmen who will fail to renew their membership after the first year. Do not wait for some one to further solicit your application for membership. Do not wait for a further appeal, but send in your application *now*, AT ONCE, to the Sec.-Treasurer, H. B. Donly, Simcoe, and be one to have your name appear in the next issue of THE WHEELMAN, and make the C.W.A. the "boom" it should be. Then we will have tracks, races, meets, and good-fellowship the length and breadth of our fair Dominion.

D 322.

:o:

A LARGE SCHEME.

The Montreal Amateur Athletic Association, as is well known to those cyclers who have seen what a spirit animates the wheeling members of the Association, never does things by halves, and it is now engaged upon an enterprise of such magnitude that only the knowledge that it never undertakes a work without completing it gives reason for the belief that it can accomplish the task it has set before it. This task is nothing less than the raising of $100,000 for the purchase of suitable and permanent grounds for the purposes of the various clubs affiliated with the Association. The grounds at present leased would cost $400,000, and as that sum is beyond what even the M.A.A.A. thinks it could conveniently handle, the grounds are to be sold for building lots and the Association has to seek new pastures. A site has been selected which can be secured for $100,000, and the Association, with its wonted vigor, has set itself to raise that amount. An appeal to the citizens has been issued, asking for subscriptions to the amount of one-half the sum, or $50,000, and already several very handsome contributions have

been handed in. Some extracts from the appeal may not be uninteresting to readers of THE WHEELMAN:

"Of the many properties offered, the Directors have selected one as being the best adapted for our use, with ample space for all time to come. The property is situated next the Seminary grounds, on Sherbrooke street west, and forms the corner block opposite the old toll-gate, running from the Seminary property west to the avenue, and from Sherbrooke street back to the brow of the hill, is owned by Mrs. L. H. Holton, and is offered to the Association till the 1st January next for the sum of $100,000. This is a large sum, and beyond the power of the Association to assume alone, interest at five per cent. and taxes entailing a charge of about $5,500, the average net revenue for the past three years being only some $3,500 per annum. For the small sum of *ten dollars*, any respectable young man, upon being elected a member, enjoys the privileges of five clubs, with free admission to all their sports—the use of one of the best-equipped gymnasiums in the country, and free admission to the classes; use of the reading-room, one of the cosiest and best-equipped in the city, where all the current literature of the day may be enjoyed free of charge; membership in the chess club, with free use of its tables; use of the well-kept bowling-alleys and shooting-gallery; and last, but not least, privileges of one of the best-furnished billiard-rooms in the city, where the game may be enjoyed apart from the objectionable accompaniments of the public saloon, besides being provided with companionship of a healthy tone and surrounded by influences that tend to develop a manly character. Therefore, in furtherance of the laudable work in which the Association is engaged, an appeal is made to the citizens of Montreal to come forward and assist in this good work by making our cause their own. We are pleased to believe that we already possess your sympathy and good wishes, and in view of the magnitude of the enterprise and the interest involved do not think we are presuming too much in asking for a subscription of $50,000, to pay one-half of the cost of our proposed new grounds, believing, if this was done, we can, by judicious management of our present revenue, create a sinking fund that will year by year decrease the liability on account of principal and interest, so that at the end of fifteen years we shall own our own grounds *free of debt* as the absolute property of the young men of Montreal, to be used by them as a recreation ground for all time to come, and remain as a monument of the liberality and enterprise of our citizens. That we are not too sanguine in our expectations may be seen from our record of the past few years. Five years ago, when our Association was composed of but three clubs, with a membership and revenue far and away below where it is now, we took over our present building from the shareholders, the old Montreal Gymnasium Company, with liabilities of some $13,000, which have been *all paid off*, some $5,000 more spent on repairs and improvements, and we stand to-day not only without a dollar of debt, but having a considerable sum in hand toward assisting us in our proposed enterprise—all being done without increasing the subscription *one cent*, and every year adding to the attractions provided."

Unnecessary to say, the best wishes of the cycling fraternity of Canada are with the M.A.A.A. in its courageous endeavor to place itself in a better position than ever to add to the physical and mental well-being of the young men of Canada's commercial metropolis. The Association and its work is a credit not alone to Montreal but to Canada, and furnishes an example that ought to spur on the young men of other cities to like endeavors.

———:o:———

W. M. Woodside, J. W. Esk and Wm. J. Morgan, professionals, sail from New York Jan. 13 for England. They propose holding a tournament in Toronto before going.

Wheelman Centres.

TORONTO.

November 3.—I've just reached home safely after helping the Wanderers "house-warm" their new quarters in the Arcade. The event was a highly hilarious and socially successful one. The Hon. President, Dr. Macdonald (who, later on, was presented with a framed photograph of the 1884 officers of the club) filled the chair, ably assisted by Captain Riggs. Messrs. C. P. Orr, Lalor, Jenkins, Alexander, Ryan and Ostell sang like old professionals, while Mr. Doherty at the piano, Bert Brown on his mouth organ, and an Italian gentleman on his harp, helped to swell the waves of music; others recited acceptably. Messrs. Grenfell and Lalor had a mile race on home-trainers, the latter winning. It reminded me of the home-trainer on our ancestral homestead, which was operated by the paternal Pete. It was made of leather, and was a No. 13. But to resume: the rooms contain a piano, a pool table, magazines, etc., easy chairs, pictures, and a strict set of rules. Altogether, the boys have a cosy home for the winter, and the fifty odd who were in attendance on the 3rd will long remember the pleasant evening. PETE.

———:o:———

BELLEVILLE.

As the wheeling season for 1886 is now about at an end, the mileage of the Ramblers' Wheel Club of Belleville, or at least the active members, may be of interest to some of the readers of THE WHEELMAN, and spur them up to find out how much riding there is in one hundred miles. The list reads:

Name.	Miles.	Name.	Miles.
T. McCormick	1080	J. S. Bonar	1041
W. H. Lingham	1007	G. E. Reid (accident)	300
Harry Price	813	L. Z. Cooper	814
W. Pettitt	808	D. Gibson	808
Fred Foster	684	R. E. Clarke	775
J. James	627	J. B. Willson	632
W. P. Way (accident)	300	Frank Foster	412

While the above records are not large, they are honest, and can be verified by pocket records, in which are entered the daily performances, and which do not credit mileage on dates that the weather reports show rain-storms. The records were kept in accordance with a motion to that effect passed at the opening of the season.

RAMBLER.

Belleville, Nov. 20, 1886.

———:o:———

HOW MANY MILES PER HOUR?

Almost every competitor has had a try at this question, though there are some who have not succeeded. One or two have worked out the problem to two places of decimals; others to furlongs, yards, feet and inches; others have merely given fractions of inches. We propose giving the correct answer in miles and yards only:

A mile in 2m. 30s. is at the rate of 24 miles per hour.
" " 2m. 31s. " " " 23 " 1480 yards.
" " 2m. 32s. " " " 23 " 1204 "
" " 2m. 33s. " " " 23 " 931 "
" " 2m. 34s. " " " 23 " 662 "
" " 2m. 35s. " " " 23 " 397 "

Those who have worked it out to decimal points are credited with a correct reply in cases in which we have found the decimals to be accurate.—*News.*

A. A. McCURDY'S RUN.

McCurdy has again pushed the Star to the front, and covered a few more miles in twenty-four hours than any other cycler has ever succeeded in doing. He rode a 48-inch Star machine. The start was made at 9 a.m., and the rider went six times around the Boston Club's fifty-mile course, and then made two short circuits, a total of 304⅜ miles, and the trips to and from his hotel to the point of starting carries the record up to fully 305 miles. Following is the official time both for the long and short circuits:

Start.	Finish.	Time.	Distance.
H. M. S.	H. M. S.	H. M. S.	Miles.
9.00.00 A.M.	12.04.00 P.M.	3.04.00	50
12.06.25 P.M.	3.28.25 P.M.	6.28.25	100
3.49.30 P.M.	7.24.30 P.M.	10.24.30	150
7.51.10 P.M.	11.35.00 P.M.	14.35.00	200
12.00.40 A.M.	3.58.00 A.M.	18.58.00	250
4.24.45 A.M.	8.38.00 A.M.	23.38.00	300
8.38.00 A.M.	8.48.50 A.M.	23.48.50	302 3.16
8.48.50 A.M.	8.57.45 A.M.	23.57.45	304 3.8

Dr. Jordan had McCurdy in charge, and not a drop or bit passed the rider's lips other than that which came from the hands of the doctor. Fresh blood was all the sustenance he took during the trip, not one bit of solid food passing his lips. He was allowed to drink water only after taking the blood, but, as he says, the blood so quenched his thirst that he did not have much use for water. The route had been traversed by McCurdy and his pacemakers at least twice before the trial, so that they were familiar with it on the day of the attempt. He was accompanied every inch of the way by a promateur.

———:o:———

A DANGEROUS DISMOUNT.

We have often been laughed at for dismounting from a safety bicycle of the "Kangaroo" or "Facile" type by the backbone, as we used to do off a tall bicycle, instead of doing the little jump backward affected by most safety riders, by which they alight with one leg on each side of the hind wheel. To our mind a man should always dismount from a bicycle in one way, as then it becomes second nature to him, and he dismounts instinctively and mechanically in moments of danger without being apt, as a "variety dismounter" is, to pause a perhaps precious moment to consider how he shall do it. Mr. G. Beales, photographer and cycle agent, of Spalding, had adopted one regular mode of dismounting from a safety, but, unfortunately for him, it was the little jump backward to which we have above alluded, and for which we could never personally find the necessary nerve. Mr. Beales had been riding a safety of the "Kangaroo" type, and from this his mode of dismount was all right, but changing to a "Rover" type of machine, he forgot that it was necessary to dismount in another way, and jumping off backward, with his legs astride, has suffered one of the most horrible accidents that we ever heard of in connection with the sport. He naturally suffered great agony, and, even after an operation, it is doubtful if he will survive. We trust that the penning of this note may act as a warning to all Safety riders to see to their mode of dismount. We are sure that Mr. Beales will have the sympathy of all.—*Editorial in the Cyclist.*

———:o:———

Farm and Forest is the latest sporting paper. It is published in Toronto by Charles Stark.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.

Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.

Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, *C.C.*

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	ArlingtonHouse
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail.	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroofe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	....
Waterloo	Chas E Fice.	Huethers
Paris	W W Patterson	Windson
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes	....
Waterford	W C Lundy	....
Jarvis	A E Youmans	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines.	A N Lindsay	Grand Centra
Niagara-on-the Lake	W Bailey	....
Niagara Falls	None	2. (Clifton) Winds'r International
Dunnville	H G McLean	....
Welland	H A Willet	....
Caledonia	E S Munroe	....
Hagarsville.	None	Lawson House

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto	C H Riggs	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Queen's Hotel
Newmarket	J J Watson	Newmarket
Markham	....	....
Aurora	J J Ross	Aurora.

MIDLAND DISTRICT, NO. 4.

The following are the appointments for this District for the current Association year.

W. P. WAY, *C.C.*

Place.	Consul.	Hotel.
Bath	J A Minnes.	Wemp's
Belleville	James Bonar	*Henderson
Bobcaygeon	F E Bell	....
Bowmanville		Rheubottom's
Brighton	Harry Whittier	*Central
Campbellford	J B Ward.	Windsor
Cobourg	W G R Bond	*Dunham
Colborne		*Branswick
Consecon	A McDonnell	*Prince Edward
Desoronto	L B Cooper	*O'Connor
Ernestown	C Mitchell	..
Fenelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A W Donly.	Lakeview
Hastings.	E A Reid.	*Royal
Kingston.	D R Depuis.	*Burnett
Lindsay	....	*Benson
Madoc	Geo Biggar	*Moon's
Marmora	W H Lingham.	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee	....	*Campbell
Newburgh	G A Caton	Hope's
Newcastle.	Carl B Kent	*Windsor
Newtonville	....	..
Norwood	V Halliday	Breman's
Odessa	W J Renton.	*Sproule's
Omemee	J McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Picton.	B W Reynolds.	Royal
Port Hope	..	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson.	McWilliams's
Stirling	C F Nicholson.	Stirling
Trenton	C W Thompson	*Queen's
Wellington	G E Reid.	Garratt's

* Proprietor has signed contract and gives discount of 25% to members of C.W.A. All others are $1.00 per day.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa	Major Walsh	....
Cornwall	H Turner	....
Brockville	J W Splan	....

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

F. G. GNÆDINGER, *C.C.*

Place.	Consul.	Hotel.
Granby	F G Farwell	....
Lennoxville	E W Farwell	....
Sherbrooke	K N Robins	....
Lachute Mills.	J E Ireland	...
Waterloo.	F Briggs	....
Montreal	A T Lane	..
"	C H Loggie	....
"	M H Ramsay	....
Clarenceville	J B A Pattison.	..
Quebec	W N Campbell (St. Peter st.)	

:o:

American Traveller—"It is true that domestic affairs in Morocco appear peaceful enough, but it is all on the surface, my dear sir, all on the surface."

Omaha Man—"You suspect a plot against the Sultan, then. The last I have heard about him he was spending most of his time riding about on a tricycle."

A. T.—"Ah! you've heard of it. That is only the beginning; the conspirators hope ultimately to induce him to get a bicycle."—*Omaha World*

SAFETIES.

Bicycling News says: "We have received so many questions concerning the 'Rover' type safety of late, that we decided to ask our prize-hunters to briefly express their opinions on the advantages of this class of machine. And as nearly every competitor has sent in an opinion, we have gone carefully through each paper and extracted what appeared to us, after protracted trial of this safety, to be the best answers:

ADVANTAGES.

1. Perfect immunity from headers.
2. Very great brake power.
3. Ease in mounting and dismounting.
4. Great power uphill.
5. On account of its dwarf form, it does not offer as great a resistance to head winds as the ordinary bicycle.
6. Less vibration and bumping.
7. Ability to ride where neither ordinary nor tricycle could venture.
8. No skidding in driving up hill.
9. Maximum of speed with minimum of exertion.
10. Comfortable foot-rests.
11. Less splashing from mud and wet.
12. Saddle and handles can be raised at will.

DISADVANTAGES.

Some competitors remark, 'I know of no disadvantages.' The following are the objections received:

1. Mud-guards have a tendency to shake loose and rattle.
2. Somewhat ungainly appearance to those not accustomed to it.
3. Low seats prevents one from seeing about so well.
4. Inability to steer well with both hands off (except in 'Ivel' machine).
5. Small amount of space for baggage.
6. Steering not so steady when racing as in ordinary.

These are opinions expressed by our competitors, and are a remarkable testimony as to the good qualities of the rear-driving safety. The fact that only six objections can be found, and these merely temporary ones, says more than any amount of words. Safeties of this type are now made by nearly all the leading manufacturers."

After a somewhat complete test of this pattern safety, we can vouch for the above advantages. As to the disadvantages, they are exceedingly slight ones, and hardly worth considering. The first can be entirely obviated by removing the mud-guard on the rear wheel, which is the only one to rattle, and the fifth objection is not well founded. A good-sized multum can be carried over the rear-wheel, while on the handle-bar no end of luggage can be strapped.

:o:

The "cycleries" under the auspices of the Boston Club was such a success last May that this club will again look into the advisability of holding a similar show next spring. It is proposed to enlarge the field of exhibits and not confine them to cyclists, but to have the exhibits embrace every branch of outdoor sports. The field is extensive, and if the Bostons decide to put their shoulder to the wheel a big thing may be looked for.—*Herald.*

AROUND THE WORLD.

The following is the text of the last letter lately received by *Outing* from their special correspondent on his way around the world on a bicycle :

Calcutta, Sept. 14, 1886.

DEAR SIR,—I take pleasure in announcing my safe arrival in Calcutta, after a very trying journey through India. My tour has been accomplished in the season when all Europeans who can possibly escape from business are up in the hill stations, and where exposure and much exertion is considered highly indiscreet. I have, however, escaped with only one slight attack of fever, which laid me up for a couple of days at Benares. This is worthy of mention only as being the first occasion on the entire journey that I have had anything approaching a day's illness, or even a day's indisposition. Altogether, it is regarded as remarkable by the English in Calcutta that I have traversed 1400 miles of Indian road on a bicycle at this season of the year and escaped with only one slight attack of fever. The weather has been very trying and fever-inducing. All through Lower Bengal the clouds were hovering near the tree tops ; when it wasn't pouring rain it was drizzling, and the roads were shallow streams. What with the profuse perspiration, the rain and the excessively humid atmosphere, a dry thread of clothing was entirely out of the question. I passed through districts where the natives were dying at a fearful rate with a peculiarly malignant type of fever. But the natives have no stamina ; like a sheep, when they get down they seldom recover. My own immunity from serious illness I credit to the daily exercise. It must be this, because, from sheer necessity, I have daily drank indifferent water, slept in damp clothes, and committed various other indiscretions inseparable from a bicycle tour through India in August and September. Notwithstanding these discomforts and drawbacks, there has been all along a genuine element of pleasure and satisfaction in the splendidly-metalled roads, smooth for the most part as an asphalt pavement, as well as in the many interesting objects and equally interesting people, so different from any other country. From Lahore to Sasseraw, a distance of about 1000 miles, the road may truthfully be described as the finest in the world. It is perfectly level, metalled with *kunkah*, which makes a smooth, cement-like surface, and for a good portion of the way it is no exaggeration to call it an avenue. Through the Bengal hills it is less level, and is metalled with rock ; the drenching monsoon rains have washed away the earth, and left the surface rough and trying on a wheel. My stay in Calcutta will be but three or four days, as I am anxious to push on to China and avoid the possibility of being overtaken by winter weather in the interior of that country. I intend, if possible, to get through the China and Japan towns, and return home by Christmas or New Years.

THOMAS STEVENS.

:o:

Myself to Agent.—"Yes, the machine is cheap, but a Coventry firm offers me eighteen months' time to pay."

Agent.—"Only eighteen months! They're trying to swindle you."

Myself.—"What time can your house give?"

Agent.—"Four years are our usual terms, but I'll tell you what I'll do. You give me an order, and if the account is not paid in thirty days, I'll take ten per cent. off ; if not paid in sixty days, twenty per cent. off ; and if not paid in ninety days, thirty per cent. off."

Myself.—"And if not paid in four months?"

Agent.—"Then I'll wipe the account off the books altogether, and send you a framed photograph of our monster establishment. No firm shall do business in this place while the representative of Alexander Rockbottom & Co., is abroad."—*Times.*

IS CYCLING HEALTHY?

The following interesting facts concerning cycling appeared in a recent of issue *Iron*, under the title of "The Hygiene of Cycling" : "According to Dr. Kunze (one of the leading physicians of the world), of Halle, cycling is a health-stimulating exercise, which ought to be commended by medical men. It is a powerful means of strengthening the human body, and may even be considered an exercise acting as a p eventive and curative of no mean order of certain bodily ailments. Looked upon in the latter light, cycling is a kind of gymnastic exercise, possessing specific effects which are absent in ordinary gymnastics. The velocipedist (especially the bicyclist) learns, first of all, the art of balancing himself, by practising it on an instrument as sensitive as it is easily overturned. To acquire it, it is necessary to call into precise action certain muscles, every individual muscle being trained to do its particular work. Those who are thrown from a bicycle, as a rule—certain eventualities, against which even the most skilled velocipedist cannot guard, excepted—do not yet possess the required ability to balance themseves. This latter acquirement is of great use also in practical life. Those who possess it will be able to jump ditches with greater precision and safety, pass along narrow paths, mount more difficult staircases, climb up and descend precipitous mountains, and will also carry themselves more erect than those who do not possess this power of preserving an equilibrium. A further effect of velocipede riding is to strengthen the muscles, not only of the lower extremities, but also those of the abdomen, the chest, and the arms, which are constantly being excited to contract. The muscles of the lower extremities contract and relax in the action of propelling the velocipede, and there is no other movement which requires such rapid and energetic contractions. We frequently find that the muscles of the thigh and lower leg of cyclists increase in size, and, consequently, cyclists are able to bear without fatigue long walking tours. As, however, every organ which becomes stronger is less liable to disease, strengthened muscles predispose velocipedists less to ailments than the relaxed muscles of non-velocipedists. It would be highly interesting if trustworthy statistics could be obtained from the various cycling clubs showing whether and how frequently muscular rheumatism of the thigh, for instance, is met with among velocipedists. The effect of cycling exercise upon the abdomen is of very special importance. With the contractions and relaxations of the muscles of the thigh those of the abdomen stand in close relation, and it is evident that the latter must be equally benefitted. Upon the chest, cycling exercise acts in two ways. In the first place, by the contraction of the muscles of the abdomen, the stagnant air in the lungs is more thoroughly expelled ; and, in the second place, the apparatus of breathing is more powerfully acted upon by the greater difficulty of respiration and aspiration experienced in quickly propelling the velocipede. The more effectual expulsion of the stagnant air from the lungs must be of favorable influence upon the change of matter in the human body, in so far as the entry of oxygenated air into the lungs is thereby increased, oxygen forming one of our most important means of nourishment. Those who wish to expand their chest, Dr. Kunze says, should mount a velocipede."

THE FRENCH CHAMPION.

A GLIMPSE AT CYCLING ON THE CONTINENT.

The London *Bicycling News* says : De Civry, the French champion, reported himself at *Bicycling News* office on his return from the races at Christiania. De Civry is a fine specimen of a Frenchman. Tall and good-looking, with a long moustache and short hair, he seemed in the pink of condition as he faced the *Bicycling News* interviewer. He speaks English very well indeed. He made his appearance upon this scene of care on August 20, 1861, at Paris. He commenced to cycle in 1877, when residing in England for the purpose of learning the language in order that he might qualify for the French army. It was at Kildare Sports in 1878 that he took to the path, and he rode as an amateur until 1880, when, having entered and won the championship of France, he found himself professionalized. In that year his entry for the 50 guinea *Sporting Life* challenge cup was refused on this account. De Civry, who, like Duncan, is of good birth and parentage, has ridden in England, Scotland, France, Germany, Italy, Spain, Switzerland, Belgium, Holland and Norway, and has been since 1880 champion of France nearly for all distances on bicycle and tricycle. He has defeated Dick Howell in a one mile pro. championship, and holds all French records from one mile to thirty. He says the English tracks are the best he has seen, although the German ones are, as Nym says, very fine and large. There are only two respectable tracks in France, those of Bordeaux and Dax. In Italy there is a good track at Turin. The Christiania track is a fair one in its way, but the corners need banking. The foreigners were splendidly received by the Norwegians. In Germany all clubs own tracks, and, says De Civry, "they have the biggest gates imaginable, and every man pays a shilling to come in, and buys a programme and a quart of beer." At Biegelfeldt, a factory is being opened with 800 hands, and the owners have just bought some of the very best Coventry tandems, bicycles and tricycles, which they propose to imitate ; while Frankfort possesses the biggest cycling depot in the world. "One of the funniest sights I ever saw," says De Civry, "was the bicycle band of the Verona Cycling Club. They play splendidly, too, and I should think there are at least twenty of them. At Turin they headed a procession round the track. In that procession, by the by, there was another funny sight, consisting of two bicycle riders, riding in front of the other, with a bar between them, upon which an acrobat performed as they rode. The Turin Club has a magnificent club-house, with servants in livery, billiard, dining, smoking and card-rooms, and a library, with a cycling stable for 200 machines."

At the foot of the hill looking up the long rise,
Comes a glitter and gleam at the end of the skies.
I was sure that old Sol had been up several hours,
For long had the dew-drops been dry on the flowers ;
Yet the clouds seemed alive with the wavering sheen
Unlike any sunrise I ever had seen.

The mystery dissolves when a man comes in sight
Astride of a wheel that reflects the bright light.
With a toss of his feet down the long slope he flies,
With the breeze of the morn blowing strong in his eyes.
There's a glow on his cheek, there's a flash in his eye,
There's muscle and health that no money can buy.

WHEELMAN'S CHORUS.

When the city man has finished his employment,
His employment ;
When anxiety and all its cares are o'er,
Cares are o'er ;
He devotes his mind to wheeling as enjoyment,
As enjoyment ;
And voteth all his business is a bore,
Is a bore.

His feelings he'll with difficulty smother,
—Culty smother ;
When after all his daily toil is done,
Toil is done,
Taking one consideration with another,
With another,
The wheelman's lot is a happy one,
Happy one.

When the enterprising wheelist's not a wheeling,
Not a wheeling ;
When the wheelman isn't occupied on wheels,
—Pied on wheels ;
He loves to saunter in the evening early,
Evening early,
And listen to the distant village peals,
Village peals.

When the tourist's not engaged in his vocation,
His vocation,
He loves to go a touring in the sun,
In the sun ;
Taking all things into consideration,
—Sideration,
The Wheelman's lot it is a happy one,
Happy one.

—Alf Gibson.

A LONG TRIP.—OVER 4,000 MILES ACROSS COUNTRY ON A BICYCLE.

Mr. G. B. Thayer, of Hartford, Conn., arrived in Baltimore Oct. 22, after a trip of 4,224 miles on a bicycle. He gives these details of his trip: "I left my home in Vernon, Conn., on the 18th of last April. From Hartford I went up the Hudson to Albany, then to Buffalo and Cleveland, and down to Columbus. Leaving Columbus, I rode to Indianapolis, Chicago, across the Mississippi to Rock Island, Omaha, Denver, and along the Union Pacific tracks to Salt Lake City, from which place I took a train to Sacramento and wheeled into the Yosemite Valley. After a stay of five weeks in California, I took the steamer to Portland and then to Yellowstone Park, where I remained eight days, and back again to Salt Lake City, over the Denver and Rio Grande Road. I went to Denver, and then rode south to Kansas City and St. Louis, where I took a train for Louisville and Frankfort. I used my machine from Frankfort to Cincinnati and Marietta, through West Virginia to Cumberland and Harper's Ferry, where I concluded to take a train for Baltimore, being in a hurry to get home. I have covered over 9,700 miles going and coming, of which 4,224 miles were made with my bicycle. I kept my baggage in an old army knapsack, which was fastened to my back. My bicycle gave me no trouble to speak of. It is a 46-inch machine, and is as good to-day as ever. Three times I fell—once in Salt Lake City, where I ran my face several inches into the sand. It did not hurt me. I suffered considerably from thirst while crossing the lava beds on my way to Shoshone Falls, a distance of twenty-seven miles. Water could be gotten nowhere, and without it a temperance bicyclist is badly off, indeed, as the dust creates a thirst. There was but little rainy weather in the west. The most interesting part of my trip occurred while in the Yellowstone region. Those geysers out there are the biggest thing I ever saw. I spent eight days exploring and watching the spouts. While in the Yosemite Valley I rode through one of the famous sequoia trees It had been burnt down to within forty feet of the ground a couple of years before, which completely rotted the trunk. I rode through the tree for a distance of 200 feet. It was dark inside, and I had to feel my way. The bottom of the trunk was soft, but did not interfere much with my riding. Many of the trees are thirty feet in diameter, 300 feet high, and are supposed to be over 4,000 years old. The greatest distance made in a day was seventy-six miles; I seldom made less than sixty. Of course, much depends on the roads. I did the best travelling on the National pike in Ohio. In crossing the plains I followed the old emigrant trail, which was in fairly good condition."

Mr. Thayer's entire trip cost him only $275. He wore a corduroy bicycle suit. To save time, he returned to Connecticut by rail.

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Here is a ridiculous episode at the recent ladies' cycling tour to Cape Ann: The fair Athenian—we will call her Mrs. C.—was riding on the front seat of a tandem tricycle, the near seat being occupied by her husband, when, without a moment's warning, she suddenly felt herself being drawn downward upon the saddle until she could hardly move. At her startled cry the machine was brought to a standstill, when it was discovered that her dress had been caught in the gearing of the machine, the dress-guard having been left off at the repair shop through an oversight. Two breadths of the skirt were so effectually wound backward and forward into the machine that budge an inch the lady couldn't, while the combined efforts of the gentlemen of the party were as unavailing in extricating even a fragment of the blue flannel. "Cut the dress," said one; but the lady said "No" very decidedly, for to appear in public with but three-quarters of a dress skirt would never do in the world. Then the tricycle was attacked, and the ground was soon strewn with bolts, nuts, washers, wrenches and other tools, parted chains and nameless tricycle "sundries," but still the lady was pinioned. Nearly half an hour had been spent in fruitless effort, the cold northwest wind was freshening to a Mayflower breeze, and everybody becoming chilled, when one of the party was despatched to a neighboring house to borrow a dress skirt. Could madame *crawl* out of her predicament? She would try. So the borrowed skirt was donned, *sans ceremonie*, right there in the king's highway, the party meanwhile turning their backs to gaze off over the ruffled bosom of old ocean; the other skirt was loosened, and "hub," with herculean efforts, though not without several trials, lifted the tricyclienne clear of the wreck, and she stood once more on *terra firma*. Fifteen minutes more were required to extricate the skirt and put the machine together again, when a temporary dress-guard was metamorphosed from an old piece of oil-cloth, madame changed her skirt again at the farm-house, and after just fifty minutes' delay the party mounted once more and resumed their journey toward Newburyport.—*Record.*

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HOW THE PROFESSIONALS LIVE.

It is a matter of great wonder, says the Springfield *Union*, how the professionals support themselves, especially those who are not prize-winners. The majority of them have other irons in the fire, and tournament earnings are only considered as perquisites by many of them. Howell, Wood and Woodside get a regular salary from the manufacturers whose machines they ride. James is a gentleman and rides for pleasure. He is said to have quite a private income. Prince and Eck have scooped a pile in six-day races the past year, and by exhibitions at cattle shows and other similar schemes. Neilson has had a "backer" whose confidence in Neilson's powers have caused him to contribute the wherewithal. Frazier is employed by the Star folks, and Crocker has been in the employ of the Pope Company as Burnham's trainer. He will also be retained to capture tricycle records. Morgan has an interest in a theatrical agency at Chicago, and Fred Merrill is a dealer in bicycles and general sporting goods at Portland, Oregon. If these riders depended wholly on the tournaments, some of them would soon give up racing beyond a question.

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A FEW RECORDS.

"The Historian" of the *Record* has been turning his attention to wheelmen, and thus he discourseth:

They had just been introduced. She was a pretty country girl, and he a wheelman who was very vain of his personal appearance when clad in cycling costume.

He: I assure you there is scarcely a man who does not find the wheel suit most becoming.

She (*doubtingly*): Indeed!

He: As for myself, everybody insists that I look one hundred per cent. better in bicycle costume than in an ordinary business suit.

She (*innocently*): Dear me! How *awfully* you must look in an ordinary business suit?

This also from the country, and he, too, a wheelman. He had called at a farm-house for a glass of water, but the pretty farmer's daughter had offered him a glass of milk instead.

"Won't you have another glass?" she asked, as he drained the tumbler with a sigh, and appeared to be taking in emptiness with both eyes.

"You are very good," he replied, "but I am afraid I shall rob you."

"Oh, no," with emphasis. "We have so much more than the family can use that we're feeding it to the calves all the time!"

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Why does a hub lamp remind one of the trial of a murderer? Because, when on being "examined" it is found "wicked" enough, it is "shut up," and afterwards "hung."

When is bi. riding like a conundrum? When it is given up.

Wheel Tracks.

The League membership is now 10,200.

Great Britain is said to have 315,000 cyclists.

T. J. Kirkpatrick has resigned as chief consul of Ohio.

Van Sicklen has resigned from the L.A.W. racing board.

Such a thing as Tom Stevens accepting a position on the staff of *Outing*, is one of the possibilities as soon as he gets back to Yankee land.

They are all going to have one. The Coventry Manufacturing Company will get out a safety of the Rover style. It will be named the Swift.

Jack Keen commenced racing in 1869, and is still on the track. He has had seventeen years of training and racing, and is a good man yet.

Fred Foster recently came in second in a five mile handicap, when the winner had a mile start, and on a rough track. He was beaten one hundred yards.

Albert Kennedy Child will fill the place of Mr. Robert Garden at the office of the Pope Manufacturing Co. Mr. Garden succeeds Major Durell at Chicago.

The Editors of *Outing* write: Thomas Stevens is under no obligations to ride any particular make of wheel. He may come home on a Star or Humber, for aught we care.

President Ducker states that McCurdy's road record has been accepted by the A C.U. Whittaker's record will not stand, as one of the most important rules, that of pacemaker, was violated.

The touring department, L.A.W., is busily engaged in preparing for the European tour next year. Jo Pennell will arrange everything abroad, and Burley Ayers will work up the enthusiasm at home.

A Newark mechanic has been experimenting for several months on a sectional rubber tire for bicycle wheels. He claims that it will outlast a dozen ordinary rubber tires, and will be superior in every way.

A new handle-bar has been designed and manufactured by an English firm. The handles are attached to the bar by a universal joint, and can be fixed in any position. This will give relief to the hands on long rides.

A correspondent writes of a new tricycle to the *Cyclist* as follows: "It outstrips all I have ever seen. I could not have conceived it possible to make a tricycle run with such ease. *It is like moving my feet up and down in a cask of butter.*"

It is, perhaps, time that we alluded to the existence of an individual rejoicing in the *nom de plume* of "Karl Kron." He is writing a book. He is indeed. And proud and happy will the world be when it appears. When will it?—*Wheeling.*

The toboggan craze is being talked up. The Roseville track and the polo grounds are said to be already engaged by capitalists, who will put up slides. I believe the reason of Frank White's—of Spalding's—flying trip to Canada was to get points on this sport.—*Bi. World.*

W. M. Woodside estimates his wealth in this country at $10,000, invested principally in real estate at Warburton, Minn., consisting of some dozen city lots. Besides that, he has a very snug bank account. He is not married.—*Bicycling World.*

The following joke is so very bad that we use it as a horrible example of what a man can do if he set sout to. Why shouldn't wheelmen take to tobogganing in winter? They are used to bargaining for wheels in summer.

The Hon. Ion Keith-Falconer, one of England's most prominent amateur cyclists, is about to depart for China to engage in missionary work. This gentleman has for five years occupied the chair as president of one of the most conservative of organizations, the London Bi. Club.

An Englishman has patented a device for the protection of tails of a full dress coat while the owner is mounted on a cycle. The advertisement reads: "Very useful for young gents who prefer going to parties on a conveyance of their own, rather than in an expensive cab."

Thomas Stevens reached Hong Kong on 4th October, having taken steamer from Calcutta. He was refused permission to cross Afghanistan, and had to reach Hong Kong in this way. He will ride to Canton and to Shanghai, and from the latter place will take the steamer to Japan.

Wm. J. Morgan won the six days' (eight hours a day) bicycle contest which closed at Minneapolis, Minn., Nov. 13. Morgan covered 740 1-5 miles in the forty-eight hours, beating the record for this style of race by 150 miles. Albert Shock, of Chicago, was second, ten miles behind. The other competitors, Dingley and Higham, did not finish. The contest was for the gate receipts.

Stillman G. Whittaker rode twenty miles in the hour, at Crawfordsville, Ind., on 3rd Nov. He started at the twenty-five mile point on the Potato Creek Road, and finished at the five mile stake. Three Waltham chronographs were used, and the start was made at 2 o'clock precisely, and he finished twenty miles in 59.35 4-5.

The Canadians do not like the coolness of the A.C.U. in attempting to control racing in Canada without being requested to do so. We do not blame them. Let the Canadians run their own affairs in their own way. It is certainly none of our business, and we have enough territory without bothering with Canada.—*Bi. World.*

England has monopolized the manufacture of tandems up to date. Next year, however, the Overman Company will turn out a tandem. Mr. Overman, when in England, made this machine a study. He will embody all the good points of what he saw, with a good many wrinkles of his own, and thus give to our riders a "wheel as is a wheel."

The secretary of the San Francisco Bicycle Club writes to the editor of *Outing* that his club has appointed a committee to receive Thomas Stevens on his arrival from Yokohama, which committee is instructed to see that his visit is made generally pleasant. *Outing* is offering a whole set of bound volumes as a prize to any one guessing the date of Stevens' arrival in Yokohama. Here is a chance to pick up some books without much trouble.

Harry Walcott and L. H. Johnson, of the Orange Wanderers, in a trial against time on the Roseville, N.J., track, Oct. 23, are stated to have beaten former American amateur tandem tricycle records for the following distances: Four miles, 13m. 19 2-5s.; six miles, 20m. 35 4-5s.; seven miles, 23m. 45 2-5s.; eight miles, 27m. 13s.; nine miles, 31m. 1 2-5s.; ten miles, 33m. 59 2-5s. The timers were: J. W. Smith, W. A. Belcher, and Dr. T. N. Gray.

Wheeling (Eng.) says: "For our part, we believe very strongly in any measures that can be adopted to prevent 'loafing' or 'waiting,' and if scratch racing is to retain any hold on the interest of the public, something must be done to counteract the growing custom of one-lap racing. In our opinion, the time must come before long when a time limit for all scratch races will be imposed, the judge having the power to increase it if wind or weather necessitates."

With reference to the vile word recently appearing to define the new species—"promateur"—the sooner it is gone the better. The word "amateur" comes from the sense of loving a pursuit for its own sake, and the new definition should be built up in the same way. The root of the word is lost now. Either "amapro," "profama," or "profam" seems better, and I prefer the first, for it seems to indicate a love of the profession, without the pluck, may it be said, to join their ranks.—*Cor. Cyclist.*

Cycling clubs are not sought after in New York; on the contrary, they are objected too, muchly. Mr. Richard Nelson, the owner of the house now occupied by the Citizens' Club in 60th street, was offered $500 by each of eleven house-owners in the block, and $1000 by one other, if he would not let his house for the club's occupancy. Anybody who knows Mr. Nelson, knows that money is no object when he makes up his mind to go ahead with anything, so the snobs kept their money and the Citizens got their house.—*The Owl.*

The record season has closed. There are many figures this year but few records. The makers of quick time have run regardless of rules, and no records will go upon the books. Of standard League records there have been none in the bicycle column, and but one in the tricycle. The moral of this is, that racers do not run for records in competition, and amateurs cannot afford to run against time. There is one thing to be looked at in the lists of fast times. All of the American records are held by Americans and by American wheels. Truly, the world do move.—*Cycle.*

Curious, the idea of cycling which seems still to prevail in the minds of a certain class of the population. A doctor, advertising the other day for an assistant to help him in a large and scattered practice, was considerably startled by one of the answers he received. "I may say I have no small vices"—wrote this applicant for the post—"I neither drink, smoke, nor ride a tricycle!" Consternation and disgust of medical man, who is himself an ardent cyclist, and who counts always on his assistant's use of his "Cripper" to prevent the necessity of keeping an extra horse.—*News.*

It is whispered that Rowe will soon marry.

Foster won seven firsts, seven seconds and five thirds during the fall tournaments.

Austria is the latest country to engage the services of the tricycle in distributing mail matter.

A deficit existed after the receipts and expenditures of the L.A.W. tour had been accounted for.

It is said that the Pope Manufacturing Company will have nothing more to do with promateurs.

Con Dwyer, the Australian champion, has had a serious fall, and his racing days are over for the present.

The editor of *Outing* has started a subscription paper to erect a statue of Frank Walton in Winchester Cathedral.

They used to tell us that a cycle had no end. And yet Stevens' circle around the globe will soon have an end.

The Boston *Herald* says that since McCurdy's ride, Huntley has abandoned the idea of riding 400 miles in twenty-four hours.

By being paced by Wiswell, formerly Hendee's trainer, A. A. McCurdy, an L.A.W. professional, has become an A.C.U. professional.

An inventor is at work upon a patent "cradle" attachment for tricycles, so that next season babies will be able to accompany their cycling mammas.—*Philadelphia Times.*

The Columbia team has disbanded for the season. Rowe retires to Lynn, Woodside goes to Minneapolis, Hendee winters at New Haven, and Crocker will remain at Lynn.

John O. Blake has resigned the chief consulship of Illinois, and Burley B. Ayers has been appointed. In a case like this the president can well afford to put on Ayers.—*Cycle.*

English cyclists are forming classes in boxing for the winter season. They claim that this exercise corrects the tendency to round shoulders and stooping engendered by too much cycling.

It has been definitely announced that the Springfield Club lost nothing by its last tournament, but came out just about even, and that $400 was netted from the minstrel show.

The Missouri Club, of St. Louis, are laying pipes for a very frivolous winter fortnightly sociables, and musicals have been planned, and will be carried out. Swallow-tails will be *en regle.*

Wood and Howell, the English professional cracks, were to have been matched for a series of races to decide the English championship. But Wood has gone to Australia, and there will be no decision.

A new non-vibrating lamp bracket is made by an English firm. A flat piece of metal is secured by the lock-nut of the steering head, and this carries India-rubber buffers, which insulate it from the lamp bracket proper.

A Belgian by the name of De Beukalaer is coming to the front in great form; he recently beat Allard very handsomely. It is the intention to send the Belgian to England next season, and see what he can do on English tracks.

The English papers want Rowe to join the team of American professionals who announce their intention of going to England next month, and arrange a race with Howell. They say that, although Rowe has defeated Wood, he must run away from Howell before he can be considered the fastest man in the world.

Ives offers to pay Whittaker $100 to ride one hundred miles within five minutes of the time he claims to have ridden it, over the Crawfordsville course. Ives says further that he can not ride the distance in 6h 01m., but is willing to allow Whittaker five minutes' handicap over the same course, in a one hundred mile race.

While some of our record-making wheelmen are announcing their three or four thousand miles for the year with considerable pride, let them think of G. P. Mills. From 1st Jan. to 9th Oct. he has ridden six thousand one hundred and fifty-seven miles in eighty-two rides, or an average of about seventy-five miles a ride.

"The Owl," in the *Wheel*, writes: "I have received a postal card from a cyclist notifying me of the loss by theft of a Mustang bicycle, and asking me what ought to be done with the thief. I don't know what the law here is, but three years' life in Texas taught me that the law there is, if a man steals a mustang, he mustang."

The Victorian Cyclists' Union has drawn up a list of over 2,000 distinctive colors and designs for use at race meetings, and each competitor must register one of these as the color he always intends to run in. The racing costume consists of plain white knickerbockers, black socks, and a colored silk jockey cap, sash, hoops or spots, and a sleeved vest or jacket. The fines for not appearing in proper costume are very heavy.

Mr. Walter Phillips last week showed us a new adjustable bicycle handle he has patented. It is of the spade variety, and fastens with a split lug to the end of the handle-bar, also working on a swivel bolt sideways, the tightening screw which locks the lug on the handle-bar also securing the bolt in its place. By loosening this screw the handle can be turned right round in any direction, and set at any angle and position desired, so that the rider can not only experiment in handle positions, but when he has found the best place for his own particular taste, lock it in that position and keep it there.—*Cyclist.*

Outing is going to send another man around the world. This time it is Capt. F. A. Claudman, of Newburyport, and he will travel in a thirty-foot yawl. He is now preparing his boat for the voyage, and will shortly start for Panama. He will cross the isthmus with his boat on a freight car, and will proceed thence up the whole west coast of North America, and so on, crossing Behring's Strait, down to the Asiatic continent, around to Suez, through the Mediterranean to Gibraltar. He will return home by way of the Shetland Islands, Iceland and Greenland, occupying at least two years and possibly three in his journey.

The last letter received at the office of *Outing* from their special correspondent, Thos. Stevens, is dated on board the steamer "Wing Sang," Oct. 4th, in which the famous wheelman says in regard to the last stretch of his journey: "I will not be able to find out anything definite as to my journey through China until I meet the consul at Canton, so cannot tell you anything now. I am led to expect considerable difficulty about getting through China. Japan will, no doubt, be very delightful and interesting, providing I reach there before the winter makes it disagreeable travelling. This will, of course, depend upon my experiences in China. My next articles to you will be written whilst crossing the Pacific."

In order to insure accuracy in cycle records, and preclude even the possibility of error, thus gaining the confidence of the public, we, the undersigned, makers and importers, agree that we will not recognize a claim for road records against time, except where pacemakers have gone the entire distance, and checkers have been placed at each point where distance could be cut off. Affidavits from all concerned to be furnished as to the correctness of the records. We believe that this precaution is in the interest of all concerned. Signed by the Overman Wheel Co.; the Pope Manufacturing Co.; Wm. Read & Sons; Stoddard, Lovering & Co.; the Coventry Machinists' Co., per H. W. Gaskell; W. B. Everet & Co.

The *Cycling Times* (London, Eng.) says of W. G. Hurst, of Toronto, who is appearing at the famous Alhambra Palace: "This daring rider, who is now in England, is a native of Toronto, Canada, and without further preamble we may at once say that, having seen his performance, we are convinced that he is far and away the most daring and clever trick-rider that has ever yet appeared before the public in this or any other country. He is far and away in advance of either Canary, Kaufman or McAnny, and, as a matter of fact, has over and over again challenged them to meet him, but as yet without success. His command over his machine is simply marvellous, and he can do anything he likes with it but make it talk. When we say that he can perform for two hours right off and never repeat a trick, we think we have almost said enough to show how remarkably clever he is."

The Boston correspondent of the *American Wheelman* writes: An unusual number of fatal accidents resulting from cycle riding have occurred this season. Another was added to the list on Tuesday last, when Arthur Cunningham died of injuries received from a fall from a bicycle. Mr. Cunningham was riding slowly along Lake street, Brighton, on Friday afternoon, when his wheel struck a stone and he was thrown heavily to the ground. His face was badly cut, and he felt generally shaken up, but beyond this there were no outward signs showing the extent of his injuries. He walked to his home at the Hotel Hunnewell, in Newton, where he was tenderly cared for by his friends. No one thought of fatal results until Sunday afternoon, when he suddenly became sick, and complained of intense pains in his abdomen. The best of medical skill was hastily secured, and though everything possible was done for his relief, he died Tuesday night at 10 o'clock. An examination of the remains showed that death had been caused by rupture of the intestines. Mr. Cunningham was the head of the house of Cunningham & Co., the

first firm to import bicycles into America, and he will be remembered by all who knew him as a quiet, modest and very pleasant gentleman.

The N. Y. correspondent of the *American Wheelman* says: "A. B. Rich tells me that this is positively his last year as a bicycle racing man, as next season he will devote himself entirely to trike racing. I think this is a wise move on his part, as up to date not a man has shown himself competent to defeat Rich on a trike, with the exception of Sam Gideon, brother of the ex-champion, Geo. D. Gideon. This same Sam Gideon is far away the best three-wheel racer in America, and with proper training, on a good track, can make the record tremble, if he does not alter it." The same correspondent says: "I have been shown a new machine built upon the lines of the Star, which will shortly be put upon the market, complete and ready for the rider to mount, a semi-roadster, weighs just twenty-eight pounds. By a simple pressure of the rider's foot, it can be geared up to eighty-five or down to twenty-eight, or to any intermediate point, a dial plainly visible from the saddle enabling the rider to place it at any gear he may desire between these two points. This is going to revolutionize racing somewhat next season, as the present form of the Star, weighing at its lightest about forty pounds, and minus speed gearing, has proved no mean competitor for the vertical-forked racing wheels."

A novel suggestion comes from a correspondent who appears to possess an ambition to shine as a hill-climber. He says that racing men obtain prizes and records for their performances on the path; but the road-rider climbs hills without any tangible memento of the feat. To climb hills is a noteworthy achievement, and since Alpine tourists adopt the custom of branding their alpenstocks with the names of the mountains they have scaled, it is proposed that road-riders shall paint or gild their cycles with the names of all the most noted hills which they have climbed. We have no objection. Our correspondent is at perfect liberty to label his tricycle with such words as "Muswell," "Reigate," "Chingford," "Petersham," and the like. But whether any accession of dignity will result is open to argument; and although a real veteran may possess a creditable list of hill-climbing records, the average expert cyclist does not keep a cycle long enough for it to collect a series of such records ere he sells it for another. Beyond this, the same objection obtains as led the N.C.U. Council to resolve not to adopt an official badge; the best men, the most desirable wearers of the badge, *won't* adopt it—and the genuine crack-riders of the road, like those of the path, won't condescend to crack up their feats by any such displays. Good wine needs no bush, and good riding requires no label. —*Wheel World.*

———:o:———

SCENE, a wayside North Shore hotel; *dramatis personæ*, a party of wheelmen, several of whom had put up at this hostelry for the night a few weeks previous; time, morning, when about to settle bills.

Spokesman for party.—"Why, how's this? You have gone up thirty per cent. on the prices you gave when we stopped here before."

Hotel Proprietor.—"Yes, I know t. I hadn't seen you feed then."—*Record.*

ENGLISH RECORDS NOT ACCEPTED.

Furnivall's mile in 2.30 and Gatehouse's tricycle records will not go, as notice has been issued that the N.C.U. records' committee refuse to pass the following claims for record:

Bicycle (path)—Furnivall, at Long Eaton track, August 24, 1886: Quarter mile, 37s; half mile, 1.15 4-5s.; three-quarter mile, 1.51 1-5s.; one mile, 2.30. A. P. Engleheart, at Coventry track, Aug. 6, 1886: Four miles, 11m. 14s.; five miles, 14m. 1 1-5s. J. E. Fenlon, at Paignton track, Aug. 5, 1886: Eight miles, 23m. 28 3-5s.; twelve miles, 35m. 14 3-5s.

Tricycle (path)—G. Gatehouse, at Long Eaton, August 24, 1886: Quarter mile, 40s.; half mile, 1m. 21 4-5s.; three-quarter mile, 2m.; one mile, 2m. 41 2-5s.

The reasons why these records were rejected have not been given, but will doubtless be forthcoming in reply to public clamor.

———:o:———

The way in which racing men and all fast riders lean over their handles, as we admit they are right in doing, cramps their chests, confines their bone-case within its narrowest limits, and gives no fair chance to their heart and lungs to work freely. Just look at a lot of cyclists alongside of a set of scullers, cricketers, or boxers, and notice the striking difference in the development of the upper part of the bodies of each. There are, of course, exceptions to the general rule, for some cyclists are good all round athletes, but most of them are sadly lacking in their top. And yet they ought to be as good above as they are below, for in cycling, as in all other sports, it is wind and heart that fail first. We speak of racing. It is plain, then, that cycling needs some other sport to supplement it, and the one we urge on cyclists is sculling, wherever it is possible. Rowing will not do; it develops the two sides of the body unequally. Gymnastics and boxing should, of course, be practised in the evening in towns; but wherever a river is within outing distance, thither on half and whole day holiday should cyclists resort, and, pulling a long, sweeping stroke, develop their chest and arms with a pair of sculls, equally and equably, in single or double sculling boats, and sculling fours and eights, if they can but get them.—*Cyclist.*

———:o:———

Rowe comes out and authorizes the Lynn *Bee* to say "that he stands ready to make a match with Howell at any time, and for an amount sufficiently large to furnish ample pecuniary inducement for the Englishman to visit the United States, if he feels satisfied that he can win the stake and the world's championship." We clip the following from *Sporting Life*, London: "David Stanton, seeing it announced that Rowe (the American champion) has ridden 22 miles in one hour, is prepared to match himself against him, from 200 up to 1000 miles, from £100 to £200 a side, to ride either in this country or in America." A Leicester gentleman called at our office yesterday, and stated that he was prepared to match Dick Howell to ride Rowe, or anybody in the world, any distance from one mile up to twenty, for from £100 to £500 aside. First come first served.

ENAMELLING!

Special Notice to Wheelmen.

We have just laid down a large plant for the purpose of Enamelling Bicycles and Tricycles (the Harrington process), and are now in a position to Enamel a Bicycle at $5 and make it equal to new. We are the only firm in Canada that enamels through this process.

LOOK OUT FOR THE

"NEW RAPID"

In the Spring. Still further improved on for 1887.

"The Universal CLUB NO. 3"

Cheapest Bicycle in the world. It is fitted with Ball Bearings to both wheels, Cow Horn-shaped Handle-bars, and latest improvements.

"CLUB" SAFETY

The King of Safeties, and is the most popular Safety in Canada.

THE

"BOYS' COMET"

Cheapest Boys' Bicycle in the Dominion. No. 1, Price $30. No. 2, Price $20.

The "COMET SADDLE," simplest and cheapest. Price, $4.

Improvements in Saddle Bells, etc.

Lowest Prices for Repairs.

T. FANE & CO.,

36 Adelaide Street West,

TORONTO.

A. T. LANE, - Montreal.

We have the following Machines in stock:

RUDGE LIGHT ROADSTER,
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ROYAL CANADIAN SPECIAL,
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THE BOYS' OWN IDEAL,
AMERICAN CHALLENGE,
KANGAROO SAFETY,
PREMIER CRIPPER TRICYCLE,
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And about 70 Second-hand Wheels of all makes.

SEND FOR LIST.

A BARGAIN.

52 inch Liverpool Racer, "Æolus" balls to both wheels and pedals. T handles. *Never been ridden.*

PRICE, - $80.00.

A first-class Light Racer in perfect Condition.

ANOTHER BARGAIN.

54 inch Sanspareil, ball bearings to both wheels, all nickle plated, but felloes; has been ridden very little and is in perfect order.

PRICE, - $75.00.

AND STILL ANOTHER.

Coventry Rotary Convertible Sociable Tricycle, in first-class order, made by Rudge & Co. Not ridden 100 miles.

PRICE, - $135.00.

1886.

NEW CATALOGUE

75 ENGRAVINGS

Is now ready. Send 3-cent Stamp for it.

JUST IN

All the Latest Novelties from Bicycle Exhibition held in Boston, May 27th, 28th and 29th.

Store is close to the Windsor Hotel, and is open until 10 o'clock in the evening.

We have the following Fittings in stock:

SADDLES.—
- Buffer
- Long Distance
- Brooks Lever Tension
- Lillibridge
- Victor
- Duryea
- Solid Comfort

STEPS.—
- Hillman's Adjustable
- Harwood's "
- Ideal Rubber Capped

BAGS.—
- Multum in Parvo
- Minimum
- King's Own
- Cyclists' Wallet
- Don Tool Bag
- Handy Tool Bag
- Buffalo
- Challenge
- Premier

BELLS.—
- Hill & Tolman Automatic
- Butcher Automatic

&c., &c., &c., &c.

LAMPS.—
- King of Road
- Pioneer
- Boys' Own
- Foot-Rest Lamp for Kangaroos, &c., &c.

SUNDRIES.—
- Perfection Tire Heater
- Spring Top Oil Cans
- Paradox "
- Overman Screw-driver
- Handy Hooks
- Spoke Grips
- Yankee Wrenches
- Caliope Whistles
- Luggage Carriers
- Hill Climbing Belts
- Bicycle Stands
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- Spoke Grips, Suspenders, Shoes, Caps, Belts, Stockings

Have you got a *Screamer?* If not, then send 50 cents for one, and be happy ever afterwards.

Have you got a roll of *Tire Tape* in your valise? If not, send 25 cents for 3 rolls; it is invaluable.

A. T. LANE, - - MONTREAL.

On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¼-MILE (World's Record).....1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record).....11.05
5 MILES (World's Record).....13.57 2-5
6 MILES (World's Record).....16.47
7 MILES (World's Record).....19.38
8 MILES (World's Record).....22.24 2-5
9 MILES (World's Record).....25.18
10 MILES (World's Record).....28-03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....A. B. RICH

THE COLUMBIAS AT LYNN,
MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE.....S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....W. A. ROWE.
2-MILE LAP RACE.....GEO. M. HENDEE.
2-MILE HANDICAP RACE.....F. S. HITCHCOCK.
¼-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.
World's Record. Time—.42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY).....THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*. (ON THE WAY.)

CATALOGUE SENT FREE.

THE POPE MANUFACTURING COMPANY,

PRINCIPAL OFFICE, 597 WASHINGTON ST., BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK; 115 Wabash Avenue, CHICAGO.

Capital Bicycle Club
409 15th St
Washington D.C.

The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. IV. LONDON, CANADA, JANUARY, 1887. No. 3.

- - THE VICTOR - -

1887 — LIGHT ROADSTER — 1887

SHOWS ALL THE IMPROVEMENTS WHICH A YEAR'S EXPERIENCE CAN SUGGEST.

LIGHTER, WITHOUT SACRIFICE OF STRENGTH.

NARROWER TREAD.

Compressed Tires much Improved,

Doing away with the dead rubber down in the rim.

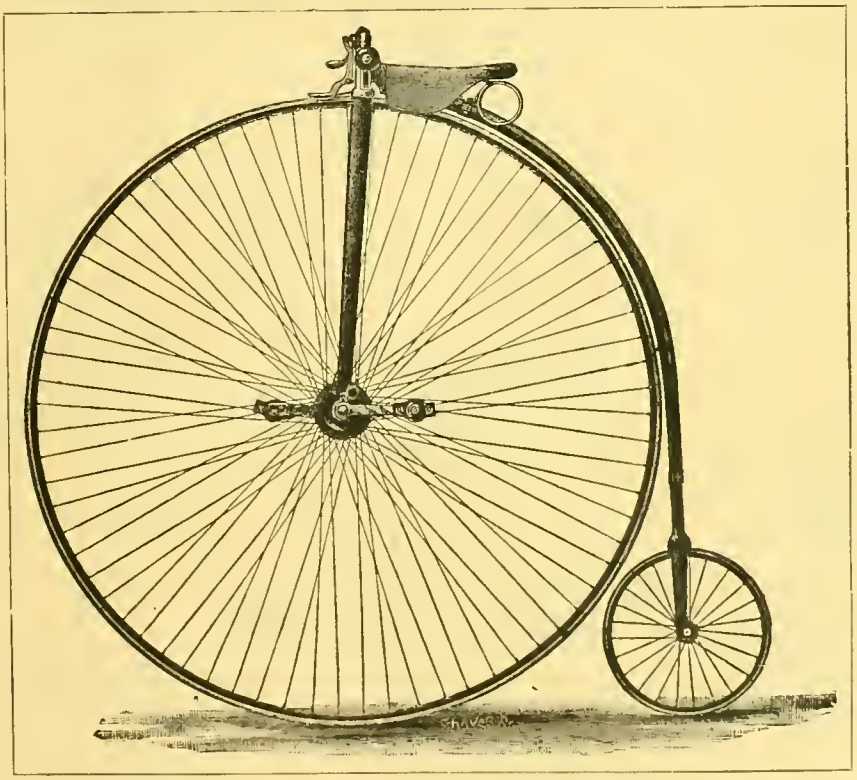
NEW DEVICE

FOR LOCKING THE HEAD,

Avoiding the constant annoyance of its coming loose.

HANDLE BAR

Entirely changed and improved, past a reasonable chance of breakage.



Saddle much Improved,

longer and narrower, with wrench strapped on underneath.

We cannot enumerate its many good points here, but will claim the

Handsomest and Easiest-Running

LIGHT ROADSTER

EVER OFFERED IN THE MARKET.

You will make a mistake if you buy without investigating.

WILL BE READY FOR DELIVERY VERY SOON.

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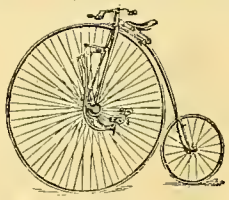
CHAS. ROBINSON & CO.
—OF TORONTO—
Wish their host of friends and customers throughout Canada
The Merriest of Christmases
—AND—
—The Happiest of New Years—
And a long life of wheeling pleasures to come.

Buffalo Home Trainer.
Price $35.00

IMPORTER OF
COLUMBIA BICYCLES AND TRICYCLES
Buffalo Home Trainer & American Sundries.
CATALOGUES ON APPLICATION.

NEIL CAMPBELL
NIACARA FALLS, ONTARIO. NIACARA FALLS, NEW YORK.



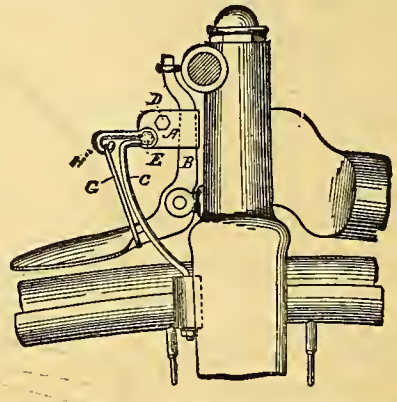
WM. PAYNE
Is now making extensive preparations for next season's business, extending warerooms, and increasing stock.

A Forge for Braizing and Plant for Enamelling
is now placed in a new building for repairing all styles of machines.

THE DEMAND FOR THE
XTRAORDINARY CHALLENGE
for '86, surpassed all calculations. Without a doubt it is
THE COMING BICYCLE!
See my latest Testimonials.

WM. PAYNE
London, - Ontario.

Foote's Anti-Header!



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the headers. Steadies the Bicycle. Makes pedal mount easy.

$1.50 Post Paid.

OVERMAN WHEEL COMPANY,
BOSTON.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

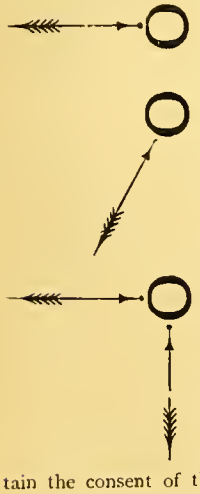
Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, JANUARY, 1887.

CODE OF SIGNALS.

A correspondent in this issue refers to the road signals in use by the L.A.W., and suggests the advisability of the C.W.A. adopting a similar, or equivalent system. The idea is one worthy of the attention of the Board of Officers, for whose edification, and that of the full privates, we reproduce the following from the L. A.W. *Bulletin*. It is the code of regulations issued with the stencil plate: "This outfit is the property of the League of American Wheelmen, and is entrusted to your care with the expectation that it will be promptly used in the interest of touring wheelmen. You are desired to see that the authorized signals are painted on signboards, posts and fences at such points in your vicinity as you think necessary or desirable, particularly at the tops of dangerons hills and at forks of the road, etc., where a stranger might wish to know which is the best route for bicyclists. The authorized signals are these: No. 1 is the O. K., or direction sign. It means: Bicyclers, go this way, the best road. At the top of a hill it means: May be safely coasted. No. 2 is the cautionary signal. It means: Ride with care; at the top of a hill descend carefully; dangerous coasting. (The arrow points in the direction of the danger.) No. 3 is the danger signal. It means: Better dismount, unsafe riding — no coasting. (The horizontal arrow points in the direction of the danger.) Always obtain the consent of the local authorities before putting the signs on public or private property, as the person using the stencil will be held responsible. [As far as possible, post the signs on the right-hand side of the road as you go.] Make as neat a job as possible. On fresh paint, if the surface is slightly roughened with sandpaper, it will take a better impression, and when extra nice work is desired, a subsequent coat of varnish will improve its appearance and add to its durability."



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Mr. Kirkpatrick says the meet in St. Louis next May will be the largest and most successful on record.

EDITORIAL NOTES.

In a few weeks more the backbone of winter will be broken, and the ardent disciples of the wheel will be commencing to "rub her up," preparatory to striking out into the mud as soon as the snow melts. We trust that at the same time an active interest will be shown in the welfare of the Association, which has done so much to promote the interests of wheelmen in Canada. For five years it has progressed wonderfully, and the enthusiasm of its members has been continuous and warm. Let that same enthusiasm be maintained, and the C.W.A. will go on prospering and scattering blessings in its path.

It will not be long before the spring meeting of the Board of Officers will be held, at which will be decided the location of the meet of 1887. London and Woodstock in the West, Montreal in the East, and Toronto in the West Centre, have had their turn, and the most natural place for the meet would be somewhere between Toronto and Ottawa, a district of country possessing many riders, and which has never yet been favored with the meet. What say some of the cities and towns of Eastern Ontario? Do they desire to entertain the C.W.A. on July 1, 1887?

———:o:———

CYCLING ON ICE.

PLEASURES AND PERILS OF THIS PLEASANT PASTIME.

Yesterday (Dec. 8th) afternoon a couple of Ramblers conceived the idea of taking a spin on their wheels over the smooth, frozen surface of the bay. To keep the rubber tire free from snow, that it might grip the ice, stiff brushes were fastened to the forks over the big wheel, which answered the purpose so far as keeping the wheel free from snow went. It was thought that this precaution would make a bike as safe as a fish house on wheels. The ice was smooth, the wind from the west, and the wheels free in their action. They walked home, however, and both wheels and riders are candidates for hospitals. To those who have not tried the sport, the following points may be of interest: Carry a feather bed on each side; never carry a bunch of keys in your hip pocket; there is not that elasticity in ice that philosophy gives it credit for; stars and fireworks guaranteed every time the wheel gets tired; there is no discount on the fun until the tide turns, then there is no discount on the tide. A bike is a thing of beauty and a joy for summer time, but don't monkey with it on ice. If you must spin over the frozen surface of the bay, charter a handcar or get a lease of one of the cosy street-cars, but never tackle your bike. It will protest if you do, and make a mop of you at the first opportunity.—*Belleville Intelligencer*.

———:o:———

The announcement that the Pope Manufacturing Co. is to bring out a tandem and handle-bar steering tricycle next season causes much curiosity among wheelmen. Although little is definitely known about their special construction, every one confidently expects them to combine improvements and qualities fully equal to the customary product of this company.

MUSINGS.

It isn't often that I am willing to admit that shame has got the better of me, but it surely has this time, and that is the reason that I attempt this feeble contribution to the columns of the good old (for, mind you, our organ is now nearly four years old) WHEELMAN, for I know that there are many who could do full justice to its columns could they be stirred up; but there is no use wasting words and space, they won't be stirred up!

I have got some few things to talk about, and here is one of them. We all know that THE WHEELMAN should stand aloof from politics, its sphere being immeasurably higher (ahem!), but for some reason, which, without doubt, must be a political one, it comes out every month with the statement, under the heading of "C. W.A. Official Announcements," that the genial Secretary is a Reformer, and, to make it more emphatic, it appears in italics. Now, although every wheelman in Canada, be he Grit or Tory, bears the one opinion of Hal. B., which does not need to be reprinted, still THE WHEELMAN ought to know better than to bring politics into its columns, and especially at this time of the year, when that bad, bad man, Mowat, has sprung on the elections, and John A. is trembling in his boots at the result of the Quebec elections. I would like to read the views of some other readers on the subject, as I may be wrong, and would like to be set right.

Some bicycle clubs get pretty hard rubs, but the Wanderers' of Toronto has fared the worst as yet, I think. Bengough, in his introduction to *Grip's* Comic Almanac for '87 (price 10c. at all news stands. *Grip* will please remit $1.50 for this ad.), discusses the Lunar Cycle, and says: "I need scarcely say that the reference is to the golden youth of the Wanderers' Club, who are rather luney on the subject of cycles." But that is what comes of being well known.

There is another thought that strikes me, and it is this: I would never want to be a racer under the rules of the American Cyclists' Union, which Ducker, of Springfield fame, owns, and for this reason: the A.C.U. allows the referee to impose fines on racers "loafing" in a race, and it would be so edifying to those who do not know the rules of cycling to see in an account of a tournament that "Fred B—— was fined $5 for loafing yesterday," especially if the person fined was a particular friend. The racer would lose his gentleman *status* in society, and all through the A.C.U.

Will Begg, who bears the dignified title of Chief Consul for Huron District, seems to be dabbling extensively in politics, if one may judge from the columns of the Toronto *Mail*, which called him a second Edgar, and devoted some twelve or fourteen lines to "sit down" on him for congratulating Mercier on his success in Quebec. Who knows but friend Eakins, of the *Mail*, did the "sit down," although I doubt if Begg feels much the worse for it. Moral—Keep out of politics if you don't want your name in the papers, and keep out of cycling for the same reason.—More anon. "REX."

Dec. 5, 1886.

———:o:———

Woodside claims to be suffering from a kidney complaint.

ROAD SIGNS.

In the issue of Nov. 12 of the League of *American Wheelman* and the *Cyclists' Gazette* (the organ of the C.T.C.), appear certain road signals, which must be very useful to members of those organizations when touring. Everyone who has ridden strange roads and has been profusely "posted" by the wheelmen of the last stopping-place as to dangerous hills, sandy spots and soft holes, until he has the road so jumbled up that he is actually in a worse plight than he would have been had he been without any report at all. Behold the tourist *feeling* his way along slowly and with sundry enlivening headers, and inwardly wondering if the slope ahead is the one he could coast freely, or is this the bad one that has a bridge at the foot, or is sandy, or a thousand other peculiarities that are known only to the wheelman. All his courage and confidence in himself has taken its departure, and has left on that lonesome road a weak, uncertain man where ought to be a fearless rider. All such fears could be avoided by having one stencil plate in each district, which could be passed along the line from one local consul to another, and the fences, trees and telegraph poles bear the appropriate signals to the travelling brother.

The large tin disk of the C.T.C., with the notice, "This hill is dangerous," does not convey enough, besides being expensive for this country of magnificent distances; and the writer is of the opinion that the main characters of the L.A.W. code would be the least costly, and be intelligible to the C.W.A. and the American tourists who every summer are to be found on Canadian roads enjoying our scenery and hospitality. Why, then, cannot we adopt Nos. 1, 2, 3, 4 of the L.A.W. code at the next meeting of the Board of Officers held in February, and have the stencil plates worked next summer, until all the fences, trees and telegraph poles wear the signs of guidance and advice to touring wheelmen.

ALPHA.

:o:

BICYCLE RIDERS' RIGHTS.

In the action brought by Counsellor McNaughton in behalf of Albert H. Scattergood against J. Leddings, the plaintiff recovered $300. In April last the defendant, Leddings, violently assaulted the plaintiff with a horsewhip while he (plaintiff) and Mr. Harry Hall, of Boston, were riding a tandem tricycle on the boulevard. Leddings was, at the time, brought before Police Justice Clute and fined $10 for the assault. A civil suit was then commenced for damages, with the above result. Horsemen will learn from this that bicycle and tricycle riders have legal rights upon the road which must be respected.—*Albany Argus.*

:o:

Mr. A. T. Lane's new advertisement in this issue is worth reading by all who are interested in winter sports. His establishment is in summer the principal bicycle emporium in Montreal, and in winter it is the headquarters for all those articles of which there is such a demand in Montreal and throughout Canada by those who take an interest in the manly sports of the season. Mr. Lane will be pleased to send price-lists on application.

MORE APPOINTMENTS WANTED

In looking over the *C. T. C. Gazette* lately, the writer was struck with the idea that the C.W.A. might do something in the way of official tailors. Last year the various express companies must have derived no mean revenue through the members ordering individually the C.W.A. cloth and buttons from the Secretary. Some clubs, of course, minimized the cost by applying for one hundred or so yards through some one member, but this leads to the chance for the outside public to avail themselves of our cheap suit privileges, and at the same time destroy the distinctive costume aimed at for the members of the Canadian Wheelmen's Association. Would it not be better for the chief consuls of the districts to procure from the secretary a supply of the C.W.A. cloth and buttons and place it in the hands of some (to himself) well-known tailor, and have all applications for material to these district tailors countersigned by the local consul of the place of residence of the applicant before the tailor could fill the order, and the tailor could be supplied by the chief with a list of the locals, and the chief could, at the end of the season, check and report the business done in the season, and be able to account for every yard of cloth, thereby rendering it impossible for outsiders to be mistaken for wheelmen.

While on the appointment scheme, why cannot official machine repairers be also appointed? so that members touring may be able to find in a strange town the place where a bent handlebar, twisted crank, or spring backbone may be straightened by a workman who is *able* and *willing* to make the necessary repairs incidental to an extended tour over strange and sometimes tricky roads.

D 322.

:o:

A QUEER REFEREE.

MORGAN ROBBED OF A WELL-EARNED VICTORY BY AN UNJUST DECISION.

Minneapolis, Minn., Dec. 11.—The 100-mile race which took place at the Washington Rink, this city, Thursday night, between W. J. Morgan and W. M. Woodside, proved the best ever run in this city. Considerable excitement has resulted over the defeat of the champion, Woodside. Woodside was clearly outrun at seventy-five miles, and it was only a walk-away for Morgan from there on, and he won by fifteen yards. A great deal of money was wagered on the result, and Morgan's friends stuck to him until the last lap was completed. The referee, at the conclusion of the race, for some reason, withheld his decision, and, to the surprise of everybody, in the morning papers announced the race a hippodrome and declared all bets off. He stated that the race was slow, which is an inexcusable error, for the time, 6h. 6m. 20s., is just 6m. 22s. faster than was ever before run in the rink, and 8m. faster than Woodside ever made in his life. Morgan can be backed to lower that record from ten to fifteen minutes for $1000 at any date. Morgan's friends claim they were used very badly by the referee's decision. There never was such a prolonged cheer given at the finish of any race as was given Morgan as he passed over the line. Popular feeling was decidedly with Morgan.

THE WOODSTOCK ASSOCIATION.

The annual meeting of the Woodstock Amateur Athletic Association was held on Wednesday Eve., December 29th. There was a good attendance of members. The Treasurer's report exhibited a very satisfactory state of the finances. The Association has 277 members, its receipts during the year were $4,387.68, and the average receipts of the rooms since April 1st has been a little over $23 per week. There is a snug little sum to the good in the treasury after all accounts have been paid. Mr. J. H. McLeod was re-elected president; W. A. Karn, vice-president; E. W. Nesbitt, treasurer; D. A. White, secretary; M. Douglass, assistant-sec.; W. F. Wilson and J. A. McKenzie, auditors. Rooms Committee—John Perry, S. Woodroofe, V. L. Francis, John S. White and A. Scarff. Printing Committee—W. F. Wilson, S. Woodroofe, A. B. Hay, M. Douglass, C. J. Tuthill. Sports Committee—E. W. Nesbitt, J. G. Hay, J. E. Thompson, F. W. McQueen, Charles Wilson. Moved by Warren Totten and seconded by James Sutherland, M.P., that a committee composed of the president, James H. McLeod, E. W. Nesbitt, Jas. Hay, jr., Andrew Pattullo and James Wilson be appointed to enquire into the feasibility of building an opera house and club rooms combined, and report to a regular meeting.

:o:

AMERICAN RACING PROSPECTS.

The cry has already gone out for class racing. The amateurs want it, the professionals are anxious for it, and everyone may feel assured that the pulse of the clubs beats in that direction. The number of wheelmen that have beaten 3m., and even 2m. 50s., in amateur circles is very large indeed, and the racing fever will develop to a much greater extent next season, when riders will be put into classes where they will have a chance to win a prize. The young rider now has no chance against Foster, Rich, De Blois, Crist and Gaskell. Put him in the class where he belongs, and he will be encouraged, and his class will develop and increase. The result will be seen to be a great stimulus to racing. So, too, in the professional classes. There is no fun or excitement in seeing Rowe, Woodside and Hendee win every race in which they enter. If the other men were put into a contest where the result would not be foreshadowed, matters would be far more successful and satisfactory. With handicaps, class and limit races, the season of 1887 will open full of promise. Results have shown, however, how leniently the handicapper dealt with Rowe in almost every race. The scratch man should not be over-burdened; he should have, at least, a fair chance to win. But away with that class of races—unsatisfactory to spectator and rider alike—the lap races, where the winner gets left as often as he gets a prize. This system has worked no more satisfactorily this season than at its inception. The only way out of the difficulty would be to give a prize to both the winner and the one capturing the most laps. The races of next season, excluding, as they will, the name of promoteur, will furnish larger prizes and better incentives for professionals, though the money will be competed for by more riders than in the past.—*Boston Sunday Herald.*

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association.

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.

Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.

Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, *C.C.*

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroofe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	....
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windson
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes	....
Waterford	W C Lundy	....
Jarvis	A E Voumans	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines	A N Lindsay	Grand Centra
Niagara-on-the Lake	W Bailey	....
Niagara Falls	None { 2.	(Clifton) Winds'r International
Dunnville	H G McLean	....
Welland	H A Willet	....
Caledonia	E S Munroe	....
Hagarsville	None	Lawson House

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto	C H Riggs	Corner King and Yonge streets
"	W H Cox	Toronto
Acton	Chas Gibbons	Acton
Drayton	J W Powley	Drayton
Palmerston	A Knowles	Queen's Hotel
Newmarket	J J Watson	Newmarket
Markham	....	....
Aurora	J J Ross	Aurora

MIDLAND DISTRICT, NO. 4.

The Local Consuls for the Midland Division, No. 4, C.W.A., are hereby reappointed for the year 1887, and their commissions will be promptly issued. W. P. WAY, *C.C.*

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	James Bonar	*Henderson
Bobcaygeon	F E Bell	....
Bowmanville	....	Rheubottom's
Brighton	Harry Whittier	*Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	*Dunham
Colborne	....	*Brunswick
Consecon	A McDonnell	*Prince Edward
Desoronto	L B Cooper	*O'Connor
Ernestown	C Mitchell	....
Fenelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A W Donly	Lakeview
Hastings	E A Reid	*Royal
Kingston	D R Depuis	*Burnett
Lindsay	....	*Benson
Madoc	Geo Biggar	*Moon's
Marmora	W A Lingham	McWilliams's
Marysville	T McCormick	Culhane
Millbrook	C W Clelland	Roper's
Napanee	....	*Campbell
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	*Windsor
Newtonville	....	...
Norwood	V Halliday	Brennan's
Odessa	W J Renton	*Sproule's
Omemee	J McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Picton	B W Reynolds	Royal
Port Hope	....	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Stirling
Trenton	C W Thompson	*Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of 25% to members of C.W.A. All others are $1.00 per day.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa	Major Walsh	....
Cornwall	H Turner	....
Brockville	J W Splan	....

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year:

F. G. GNÆDINGER, *C.C.*

Place.	Consul.	Hotel.
Granby	F G Farwell	....
Lennoxville	E W Farwell	....
Sherbrooke	K N Robins	....
Lachute Mills	J E Ireland	...
Waterloo	F Briggs	....
Montreal	A T Lane	....
"	C H Loggie	....
"	M H Ramsay	....
Clarenceville	J B A Pattison	....
Quebec	W N Campbell (St. Peter st.)	

Irish bulls are world-famous, and, perhaps, deservedly so; but is there no such thing as an English bull? A well-known agent in the north of England had the following sentence on his printed list: "All future lists cancelled." This is a fact, as is also the following: "A branch manager for a large cycle firm, seeing a new machine of another maker, exclaimed, "Copying again! copying again! that's just the way with that firm; they have made the very thing *we are going to make.*"—*Irish Cyclist and Athlete.*

RECORDS.

Editor CANADIAN WHEELMAN:

DEAR SIR,—In the January issue of THE WHEELMAN please insert the following records:

Five miles....H. W. Clarke....15m. 38 2-5s. at Woodstock, July 22.

One mile.....H. W. Clarke.... 2m. 50 1-5s. at Woodstock, July 27.

Time-keepers—Messrs. M. Douglas, S. Woodroofe and Geo. Douglas.

Accepted and passed by me.

F. G. GNÆDINGER,
Chairman Racing Com.

Montreal, Dec. 20, 1886.

A CHANGE DESIRED.

Editor CANADIAN WHEELMAN.

SIR,—As I was looking over THE WHEELMAN for November, I saw a letter from D 322, containing a suggestion which I think would be of great benefit to the Association. I was appointed L.C. the latter end of August, when the season was two-thirds gone. If appointed in January, we are ready to see to our business at the beginning of the season, not when it is nearly over, as now. What good are we to the Association? April and May is when information is wanted.—Yours truly, W. F. BAYLEY.

Niagara, Ont., Dec. 15, 1886.

WILL THE KEEPER OF THE RECORDS SPEAK?

DEAR EDITOR,—Every paper and periodical that one may pick up nowadays is filled with records of some sort—wheeling, boating, running, bird-flying—records of everything movable, in fact, on the face of the earth. Why cannot our records be published? Some are asking, "What are the Canadian bicycle records?" Are they the "Alpine" figures spoken of by D 322 in the November issue? Who is the caretaker of these magnificent—in fact, 'way-up—records? and why does he not give them light in the columns of the official organ? This is a handful of whys. SCORE CLERK.

TORONTO.

The Toronto Bicycle Club has at last found cosy and comfortable quarters in the handsome stone front residence at No. 5 Wilton Avenue. They occupy the parlor and dining-room, the former being newly furnished by them with a rich carpet, handsome curtains and elegant furniture and general bric-a-brac. They certainly have one of the handsomest suite of club-rooms that I have seen, and the boys will no doubt spend many a pleasant evening at their headquarters. They have formed a snow-shoeing branch, and the idea is an excellent one. The Wanderers have also adopted a similar plan by joining a toboggan club The fact of the matter is, both of our clubs are in a remarkably healthy state, and are full of life and vigor, which augurs well for a lively season next summer.

PETE.

The *Bulletin* will increase its advertising rates. There was a loss of about $2,000 on the paper last year.

WHAT CYCLISTS SHOULD DRINK.

The everlasting drink question is not yet solved. The efforts of our competitors have done something, however, and coming, as these answers do, from all corners of Great Britain, we are able to gather the opinions of more than one district. Theo. Staines advises "Soda and milk, or limejuice and water. N.B.—Drink as little as possible." Thomas H. Hall likes "Lemonade and limejuice in the summer, and shrub or cloves (warm) in winter." F. Wale calls for "Soda and milk." R. P. Tweed indulges in either "A cup of cocoa, a glass of milk, with a little water, and a dash of anything you like in it, or a glass of port wine and water. The above," he says, "are all very good drinks, very sustaining, and at the same time effectually quenching the thirst. If one cannot be got, one of the others generally can." F. Powell is convinced that "The best drink for cyclists is lemonade and claret. For teetotallers, soda and milk. Some people think the former an expensive one, but I do not, as experience tells me that it is as cheap as any other, not creating thirst like most drinks." W. C. Goulding, while admitting that every man has a right to select his own "pizen," says: "For my taste, there is nothing to beat a lemon sqeezed into a glass of cold water. Cold tea is very refreshing, as also a drink made by scalding oatmeal and straining it off. Milk is a good drink for those with whom it agrees, being food and drink in one; but it is apt to make the mouth sticky." F. Freeman states that his idea of a good drink is "Good, honest, pure water. Soda and milk is also very good. A pleasant, cooling and refreshing drink for summer time is readily made by dissolving one or two crystals of citric acid in water. Brewed gingerbeer is good and wholesome."—*Bicycling News.*

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THOMAS STEVENS ALL RIGHT.

San Francisco, Dec. 29.—The Chinese mail brings Hong Kong papers to Nov. 30. They give an account of the trip in the interior of Thos. Stevens, the bicyclist, who is going round the world. He was at Kin Kyng Nov. 16, and had a pretty tough experience, having been stoned by the natives, narrowly escaping with his life. Ar Kirgarifoo a mob attacked him, broke his bicycle, and but for the soldiers, who rescued him, he would have been killed. They spirited him away in a small boat after nightfall, and took him part way to Kin King. He left that place by steamer Nov. 16, and arrived at Shanghai Nov. 18. He left Shanghai on the steamer Yokohama in the morning for Japan, and arrived at Nagasaki on Nov. 21. He left there overland at once for Yokohama, where he arrived two days later. He intended to take passage there for San Francisco, and will arrive here probably by the next steamer, due about the middle of January.

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Attention is directed to the advertisement of Mr. Neil Campbell, of Niagara Falls, Ont., and his Buffalo Home Trainer. He is also an importer of Columbia bicycles and tricycles and American sundries. Write him for catalogue.

BICYCLING IN CHINA.

A correspondent writing from Shiu Chau Chu, in the Kwantung Province, on the 22nd of Oct., furnishes the following interesting details regarding Mr. Stevens' journey through China: "It will doubtless interest some of your readers to know that Mr. Thomas Stevens, the bicyclist, has safely reached the above city, in the north of the Province of Kwantung. After leaving Canton he journeyed on his machine for four days, alternately riding and dragging the bicycle, but finding the roads so unsuitable he at last engaged a small boat and continued the journey up here by water. He reports that he met with no opposition whatever. Great curiosity was manifested in his bicycle, of course. Living on Chinese diet has not agreed with him, and he was surprised and pleased on reaching this city to find there were two Englishmen living here. He remained our guest one day and night, and has now commenced journeying on foot up to the border of the next province, Kwang Sai. He has two coolies to carry that which he hoped would carry him, and he will have about one hundred miles to do on foot. After crossing the border mountains, he will again take to the water, and so on to the coast and across to Japan. He himself will doubtless furnish you with further information at a later stage."

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AN ODD CHARITY.

A Christian lawyer by the name of Nicholson, who recently died, willed all his money for the purchase of bicycles for school children of his city. The interest on a portion of the capital is to pay salary of an instructor in bicycling. The will of the testator closes as follows: "The bicycle has protected me in my promenades against the excessively troublesome annoyance of people who make a habit of stopping one in the street, in the burning sun or a driving wind, and beginning a conversation. My wheel has not sbied a single time, like a horse, nor was I ever compelled to intrust, in riding, my limbs to a drunken driver." In spite of this glowing eulogy of bicycling, the children of Mr. Nicholson will contest the will.—*Canton Roller.*

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Chas. Robinson & Co., of 22 Church street, Toronto, are in the midst of their winter sporting goods' business, and are taxed to their utmost to fill orders for toboggans, snowshoes, etc. They have time to write us, however, that they are making full preparations for the spring bicycle trade, and will, as in former years, present a number of novelties. They are fully determined to maintain the high position they occupy and to lead the van. They make a special offer of sending a budget of the leading English and American cycling publications to any one who will send them the names and addresses of ten or more active or prospective wheelmen.

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The following advertisement appeared in a metropolitan daily lately: "For sale, a tricycle belonging to a lady requiring to be enamelled and trued. Apply to ——."

THE ROWING TRICYCLE.

We have been riding the new rowing tricycle, and we find it a much better machine than we had any idea it would prove to be. We circled around a large hall a great many times, and found that the machine responded to the pull of our arms very freely, and was capable of great speed. It has the sliding seat, and one gets just the motion that he does in a boat. In a hall or on a smooth track, the tricycle can be used to good advantage, but we have our doubts about it for road work. It has attracted no little attention from rowing men, and a race between the leading oarsmen of the country on these machines is now on the tapis The machine has two fifty-inch drivers, which run independently. The axle is dropped, and on it rests the frame for the sliding seat. An arm extends backward an upward from the axle on either side, and to this is joined a tube, which comes forward to meet the end of an arm extending from the steering head. On these side-tubes run the handles, which one grasps as he does an oar, and to them is attached a wire cord which runs over pulleys on the hub of the driver, and over small pulleys at each end of the side tubes. The feet are strapped into rests, from the ends of which rods run to projections from the fork of the small wheel, and by moving the feet the steering is done. As a compliment to cycling, this wheel would be just the thing. In no better way could a man develop the upper parts of his body than on a machine like this. It approaches our sport more nearly than sparring, sculling, or any other athletic exercise does. Given a good indoor track, we can imagine no better agent for keeping oneself in trim through the winter than this machine presents to us. The machine is now on view in Boston, and can be seen by any one who cares to investigate a novelty.—*Cycle.*

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PRACTICAL HINTS ON TEMPORARY REPAIRS.

There are very few accidents which happen to the touring wheelman on the road by the disabling of his machine which cannot be remedied on the spot well enough to allow him to ride to the nearest shop to have his machine repaired. Perhaps the following hints will be found useful.

Of course, the most common accident met with is the bending of a handle-bar. This can be fixed by turning the machine upside down, and, by stepping on the handle, bend the bar back to its normal position. This is the best way to straighten a hollow bar, especially as there is no danger of denting or marring it.

If the bar is broken, tie a stick across and ride to the nearest machine or blacksmith shop, where you can easily be refitted.

Broken Pedal Shaft.—Place the small B. & S. wrench, such as usually comes with the machine, in the slot in the crank and screw up as tight as possible, then wedge with a piece of wood, so that it cannot slide in the slot. Although this makes but a poor substitute for a pedal, it enables a man to ride with both feet instead of "going it one-footed" or walking.

Sprung Backbone.—This is one of the most annoying accidents that can happen to a wheel-

man—no, I mean to his machine—as it causes it to drag and run hard, especially on soft roads. Turn the machine over, so that the head and handle-bars rest on the ground, allowing the backbone to drop over in the direction in which you wish to bend it. As the bend is nearly always in the neck of the bone, it can be straightened by holding the felloe of the large wheel with one hand and the bone with the other just above the rear fork and forcing them apart, as can be quite easily done. If the bone is sprung forward so that the large wheel will not turn by, hold the machine in an upright position, place one foot against the crank, and pull on the bone. Always take hold of the bone as low down as possible, to get all the leverage you can.

SPRUNG REAR FORK.—If the rear fork is sprung so that the small wheel does not run in the middle, or strikes on one side, lay the machine on its side, with the side of fork which the wheel runs nearest to underneath. Place a block or stone under the fork, so that the end of the rear wheel shaft shall rest upon it. Now throw all your weight upon the bone, just above the fork, several times, until the wheel runs in its proper place.

Star riders often strike an obstacle with such force as to bend the frontal bone just above the bottom bearing, so that the small wheel will not turn by the large one. To remedy this, lay the machine on its side, turning the handle-bars so that they lie flat and the small wheel stands perpendicular to the large. Place a block or stone under the handle, which does not rest on the spring, to keep the small wheel in its perpendicular position. Now place one foot on the bend, and throw all your weight on to this foot several times, until the small wheel runs about half an inch from the large.

The breaking of a Star strap can be remedied by a piece of small rope or a strong cord looped round the strap-screw and the ends tied to the hook, or a piece of an old boot-leg may be pressed into service, provided, of course, that the boot-leg is forthcoming.

As necessity is the mother of invention, no doubt many wheelmen in trouble have ways of getting round most accidents; but to the novice or the man who does not thoroughly understand his machine the above points may prove useful. —*L. A. W. Bulletin.*

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Thos. Stevens' admirable feat is to be properly acknowledged. Upon his arrival in New York, he will be banquetted by the Citizens' Club. The affair will be done on a grand scale, worthy of the deed that prompts it. Mr. Stevens will probably arrive at Yokohama in a few weeks, and after a journey to San Francisco, and a railroad rush across the continent, will arrive in New York about the middle of January. It is probable that Stevens will write a book, as several publishers have already made a bid for his work.

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While Miss Parloa teaches cooking at Hersee Hall, ambitious youths struggle with bicycles in the riding-school above. Every few minutes yesterday, above the heads of the ladies, there could be heard a dull thud. "If I thought that was the same young man who fell off every time," said Miss Parloa, pityingly, "I would send him up something to eat."—*Buffalo Express.*

BICYCLERS IN CENTRAL PARK.

The wheelmen of New York are just now engaged in a gigantic grapple with the Park Commissioners in their endeavor to secure the privileges of riding in Central Park at all times and in all places without any restrictions. The struggle between the wheelmen and the Park Commissioners, ever since the introduction of bicycling, has been very persistent, though quite one-sided. It was only through personal influence that the guardians of the public pleasure grounds would allow the wheelmen to enter the Park at all. This was three years ago, since which time they have been allowed the freedom of the West Drive from Fifty-ninth street to Seventy-second street and Riverside Drive, for all times of the day, and of the West Drive from Fifty-ninth street to One Hundred and Tenth streets from midnight to 9 A.M., and even these small concessions were saddled with the condition that wheelmen were obliged to wear a badge, only obtainable by practically demonstrating that the applicant was a skillful rider. But the wheelmen have determined to change all that. At present there are some 2,000 of them in this city, and they have looked with longing eyes at the miles and miles of superb wheeling inclosed by the Park walls. Their wheel property aggregates nearly $300,000 in value, the majority of the riders are either taxpayers or sons of tax-payers, and now in these days of agitation *par excellence* they have determined to demand their rights. Last week they sent a petition to the commissioners, accompanied by a letter explaining that during the entire three years there has not been a single accident caused by the collision of a bicycle or tricycle with other vehicles or foot passengers, and hardly an instance of momentry fright to green horses, even if driven by careless or ignorant persons; and it has been clearly demonstrated by a long and full experience in your own domain that cycles are not peculiarly dangerous or obnoxious vehicles—a fact which has also been proved in parks elsewhere and on the public highways. The Park Board will probably take up the petition at its next meeting.

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REVOLUTIONS PER MILE.

The following table, kindly furnished by a correspondent, will be found of interest:

Size of Wheel.	Revolutions per Mile.	Size of Wheel.	Revolutions per Mile.
36-inch.....	560 00	50-inch.....	403.20
38 "	530.52	52 "	387.69
40 "	504.00	54 "	373.33
42 "	480.00	56 "	360.00
44 "	458.18	58 "	347.68
46 "	438.25	60 "	336.00
48 "	420.00		

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An English magazine proposes that instead of giving a name to every child it shall be given a number. Directories would, it thinks, be simplified, if, instead of being filled with endless duplications of the same name on the same page, they simply presented a catalogue of numbered citizens. Our letters, it argues, would not miscarry so often if addressed to "No. 9,243,769, Esq.," or whatever other number the person written to chanced to bear. That's it. England wants to steal another idea from the League.—*Cycle.*

HOW THE BICYCLE ORIGINATED.

When Fleetwing, fairy god of speed,
Was once called forth by man,
He quickly saw his greatest need
And carried out his plan.
"You want a steed that eats not gold
In corn in manger thrown,
That is as swift when it is old
As when at first you own."

Just then a cloud obscures the east,
The sun smiles on its train,
And Fleetwing's eyes a moment feast,
And looks he not in vain.
He took the rainbow from the cloud,
But slightly changed its shape,
Form made—a backbone—arched and proud
As courser's neck can take.

He then a circle round the sun
And belt on planet sought—
A large wheel and a smaller one—
And three parts he had wrought.
And many twinklings of a star
For spokes in wheels he set,
Observed approaching from afar,
We see them twinkle yet.

A palm-tree's largest leaf he found
For saddle, choice inviting;
A whirlwind ever turning round
For pedals cleft with lightning.
Together all these parts he placed,
With lesser ones united;
The whole with man's proud form he graced
And left him most delighted.

—*Wheelmen's Gazette.*

THE BIGGEST BICYCLE ON RECORD.

Some of our American contemporaries are not celebrated for accuracy, and when one of them announced that the 64-in. "Expert Columbia" was the largest bicycle ever made for road use, it overshot the truth considerably. One of the first big wheels we ever met was a 64-in., made in 1875 by a Cheltenham maker for exhibition at an agricultural show. This machine we rode round the tan track in the show-yard, and it was afterwards ridden on the road. The next one of which we personally remember the details was a 66-inch "Invincible" full roadster, built by the Surrey Machinists' Company for the younger Hebblethwaite, a brother of P. G.'s, off which the owner croppered later on in the course of a tour, sustaining fearful injuries, from which he, however, eventually recovered; whilst only last week we reprinted from the *Sporting Life* the account of a 65-in. racing "Rudge" built for a foreign flier. The 66-in. roadster was brought by Mr. J. S. Smith to the Oval on the occasion of a Surrey meeting, and Cortis got upon it and rode it round after the meeting was over. We have no doubt that bigger wheels than this have been made—we have a faint idea that a 68-in. was once reported—but a careful search through our "Commonplace Book" fails to reveal any data. Perhaps some of our readers may be able to fill up the gap. We know all about poor Albin's 72-in. and 84-in. machines. *Bicycling News.*

Wheel Tracks.

Nine bicyclists took fatal headers during the past season.

Six-day races will be held at Omaha and Denver this winter.

The Roseville track will be used as a tobogganing slide dur ng the winter.

It is said that there will be three new cycle factories in New York next season.

The New Orleans Bicycle Club proposes to erect a handsome two-storied club-house.

G. P. Mills, of Liverpool, has covered 6,157 miles in 82 rides, from Jan. 1 to Oct. 9.

W. S. Maltby, who is in Australia with Fred S. Rollinson, is astonishing the natives with his fancy riding.

Richmond Park, London, has been thrown open to wheelmen, after having been closed to them for twelve years.

Morgan and Woodside have been matched to ride 100 miles at a dollar a mile. Fifty dollars a side is already up.

The English wheelmen invade the cinder path in summer and the Cinderella in winter. They change their termination with the season.

The new rowing tricycle is likely to come into prominence this winter, as a race between Hanlan, Hosmer, Gaudaur and Lee is talked of.

A corrugated wire tire is the latest English notion. It is made by Otto, who gave us the dicycle of that name—dicycle is what they call it—and also the wavy spokes.

Thomas Stevens, the globe girdler, will finish his occupation in that line about the middle of January, and will afterward assume control of the cycling department of *Outing*.

The *Bicycling World* having reduced its subscription price to $1.50, the *Cycle*, which was $1.50, is now down to 75c. a year. Such competition is not only absurd, but ruinous.

Seeing that the Chicago Club is falling into decay, a number of the members have formed a branch of their own. The first meeting was held recently, and the branch is now known as the "Annanias Scorchers."

The *Bi. World* wants some manufacturer to put on the market a bicycle with a larger rear wheel, to satisfy their curiosity as to whether such a machine would not be more comfortable as well as safer than the present style.

The Boston *Herald* has reason to believe that a well-known gentleman will take with him to England in the spring W. A. Rowe, George M. Hendee, William M. Woodside and Horace G. Crocker. They will leave in time for the Easter handicaps.

The *Bi. World*, commenting on the fact that Hendee does not like his present position as professional, well says: "For his comfort, we can say that no one will think one whit the less of him, and why should they? A professional bicyclist, if honorable, is as good as any man."

The Chicago *Sporting Journal* is no longer the official organ of the Illinois L.A.W. Division. It did not take the *Journal* long to discover that it does not pay a newspaper to be an organ for anything or anybody. The Chicago *Inter-Ocean* is now grinding the organ.

He ran into a black fellow on the road the other day and knocked him over. "Excuse me," the wheeler remarked politely, "I didn't knock you down on purpose." "No, sah, you knock me down on the road. I'll 'scuze you this time, but don't git in de habit of it, sah."

The New York wheelmen cast their influence at the last election in favor of Henry R. Beekman, Democratic candidate for the office of president of the board of aldermen, who pledged himself in favor of equal rights for the horsemen and wheelmen in New York. He was elected, and much good may come to wheelmen in consequence.

Fred Morse, the St. Louis artist rider, received notice from the Pope Mfg. Co., Dec. 2, that they had made arrangements to use his L A.W. handle, and guarantee to put them on all their wheels, allowing him a royalty of ten cents per pair therefor. The handle is a cross between a T and a spade, and is of vulcanized rubber.

All the 1887 Stars will have a marked increase in the size of the front wheel, which will be half the size of the driving wheel. This will greatly reduce the vibration, which was one of the defects of the Star, and was extremely unpleasant when riding over rough roads. The increased size will make but little difference in the weight of the Star.

No one has attempted to estimate the size of bicycle Mrs. Liberty, of New York, would ride, were she to come down from her pedestal. They have made calculations on her sealskin sack, and her shoes, but the bicycle is still a mystery. We do not undertake to say that she would ride a bicycle, but if she did come down, she would certainly give us an example of the largest Liberty.

The Chicago correspondent of the *Bicycling World* says: "Burley Ayers, when you talk about monopoly, comes prominently to the fore. He is chief consul of this State, secretary and treasurer also, as well as L.A.W. tour-master. I understand Sam Wright will relieve him shortly of the secretaryship." Mr. Wright, like Mr. Ayers, is a native of London, Ont., but is now a prominent business man in the city of the unsalted seas.

The question is now being agitated whether it will not be advisable to decrease the size of the League board of officers. Under the present rule each State is represented in the board by its chief consul and a representative for each fifty members. New Jersey alone is represented by twenty-one members in the board. The League has become so large now that the board consists of no less than 186 representatives and 33 chief consuls, making a total of 219. To get together a quorum for a meeting is almost impossible. To what number this should be reduced is a matter that will receive full discussion before the next meeting of the League.

The fifty mile bicycle race between Wm. M. Woodside and Wm. J. Morgan took place at the Washington Rink, Minneapolis, Minn., on Nov. 27. The event attracted a large crowd, and thus proved a profitable speculation. The race was close enough to be quite interesting, although Woodside was scarcely required to do his best to win by fifty yards, in 2h. 46m. 50s.

The *Republican* says that President Ducker, of the Springfield Club, emphatically declines a re-election. He says he wants a rest—for a year, at least. In case Mr. Ducker is successful in preventing his own re-election, Sandford Lawton is mentioned as his successor. Mr. Lawton's election to the presidency would leave a vacancy in the office of secretary, for which it is understood Captain McGarrett would be a candidate.

One of the effects of the bicycling craze has been to add greatly to the physical vigor of thousands of young men. To a great extent it has superseded walking and horseback riding as an exercise. Contrary to the prevailing impression, bicycling brings every muscle of the body into play, and the back is more strengthened than the legs. Every active bicyclist has a strong back. Lately the middle-aged men have taken it up, and most of the machines sold during the past six months have been to men over thirty years of age.—*Ex.*

The original velocipede weighed one hundred pounds. Now the lightest racing bicycle made, capable of carrying a man weighing one hundred and seventy pounds and making a mile in 2.30, equal to a racehorse, weighs but nineteen pounds, and looks in motion almost like a thing of gossamer. Its big 56-inch wheel, like the frame, is made of hollow steel, and the many tangent spokes that give it strength are of needle wire, thinner than the thinnest umbrella frames. It is so beautifully balanced that it can be lifted by the finger of a child.

The death of Fred Archer from typhoid, says the *Wheel*, strengthens our conviction that long seasons of severe training leave a man peculiarly open to attacks of fevers. The great jockey died of this disease, as did Geo. Weber; and though we cannot recall names, we are certain that several champions in the different departments of athletics have also succumbed to this malignant fever. A man should not keep keyed up to concert pitch too long at a stretch, but should only be fit as a fiddle just at the time when he expects to make his monumental effort.

The regular fall meeting of the board of officers of the Michigan Division, L. A.W., was held at Detroit, Nov. 27. The report of the secretary-treasurer showed the Division finances to be in good shape, with a balance of $113 on hand. The division of the State into representative districts, as provided for at the last meeting of the L.A.W., was deferred until the annual meeting in the spring. Wm. Seyffardt was elected auditor of the division. The advisability of having the meeting of the division next year take the form of a tour, touching at several points, was favorably discussed. It was decided to issue a road-book describing the roads of Michigan, through routes from Buffalo to Chicago, and the roads of Western Canada.

The Lynn boys have been assessed $50 apiece to cover the expenses of the late tournament.

Ladish, of the *American Wheelman*, is getting the ideas of leading cyclers on the amateur question.

Fred Wood and Bob James are reported safe and sound at Honolulu, H.I., on their way to the antipodes.

The second annual road races promoted by the *American Wheelman* will take place immediately after the League meet.

A crab has a side walk, not beautiful, perhaps, but then—it's the only sidewalk in the world that idiots won't throw banana skins on or try to ride a bicycle on.

Hillier was champion at all distances in 1881. Rowe is champion of all distances, amateur, promateur and professional, 1886.

A Springfield paper suggests that a good way to do away with loafing races would be to have the men ride around the track in opposite directions.

Fred Morse, of St. Louis, has invented a new handle, which is described as a cross between a T and a spade. The Pope Manufacturing Company will adopt it for their wheels.

Tandems will be heavier next year. It may be that they will be as heavy as the sociable yet, for the sociable can be reduced a good deal in its weight without impairing its strength.

The cycle papers are having a war on subscription rates. The next "cut" to be announced will probably be an offer to pay any wheelman so much a year who will agree to take the paper.

Alfred McCurdy, who holds the twenty-four-hour road record of the world, is not much more than a boy. He weighs 160 pounds, is 21 years of age, and is five feet ten and one-half inches in height.

Harry Etherington, proprietor of *Wheeling*, has been sued for libel by G. Lacy Hillier, for reproducing in *Wheeling* a recent article in the *Wheelmen's Gazette*, in which Hillier is called an "imbecile" and a "fop."—*Union*.

I'm disgusted! They all told me that President Cleveland, and his wife as well, were both cyclists, and yet here is his message published, and he fails even to allude to the greatest question of the day, viz., amateurism.—*Bulletin*.

The possible cause of the bicycle's slow introduction into Germany is said to be due to the indecision as to which of the following names to call it: Trettwagen, reunhold, schnellwagen, selbsttraber, reitgaul, reitfahrzeng, rittling, elsengaul, rittlingsfuhre or strampelwagen. —*Boston Globe*.

Mr. Phizackerley has on show at the Sydney Exhibition in London, Eng., what we believe is the largest ordinary racing bicycle ever built, being a 65-inch Rudge racer, built for the Sydney professional, W. Gordon. Gordon is 6ft. 4in. in height, and weighs 189 lbs. This machine has had to be specially built in every part, but, notwithstanding the size, it only weighs, with saddle and pedals, 31 lbs.—*Ex*.

Whittaker's time for the first ten miles of his famous twenty miles' run on the road was 29m. 1 4-5s. The Champion he uses has been run over 2,500 miles at the speed he travels in training, and is as good, apparently, as ever—a staunch showing.

Otto's new tyre will, without doubt, be one of the features in cycles next year. We hear that Messrs. Singer & Co. will fit this tyre to all their machines in the coming season. We do not think Mr. Otto can get a more practical proof of the value of this invention than the fact of its being taken up by this firm.—*Bi. News*.

The holiday number of *Outing*, published at Christmas time, is especially dedicated to tobogganing. Practical advice is given regarding the cost of toboggans, how to make them yourself, and how to construct slides. There are more than a dozen handsome illustrations to this one article alone, by Kelly, Sandham and others.

The six days' forty-eight hours' bicycle race for the championship of the United States closed at Omaha, Neb., Dec. 11, and was won by John S. Prince, who made 767 miles and 9 laps, beating the championship record, made in Minneapolis last month, by 27 miles. F. Dingley, of Minneapolis, covered 765 miles; Albert Schock, of Chicago, 756 miles; Tom Hardwick, of Kansas, 746; and E. N., Ballock, of Omaha, 672.

Gormully & Jeffery are busy making stock for the expected demand next season. The upper loft of the new building is a much higher room than any of the others, and will be used for storage. They propose to crate the machines as they are finished, so as to be able to ship immediately on receipt of order. The atmosphere is kept uniform by an elaborate system of piping, and the finish will therefore remain unharmed.

It is gratifying to know that our fancy bicycle rider, "Billy" Hurst, is meeting with success in London, where such keen competition exists. T. W. Nairn, in a recent number of the *Cyclist*, says: "Cyclists in London ought not to lose an opportunity of seeing Mr. Hurst at the Crystal Palace, who has won 23 medals for competitive trick-riding, and who exhibits some really wonderful feats. His gratuitous performance in Farringdon Road raised quite a sensation."

Henry E. Ducker, the great Springfield cyclist, desires a rest from the trials and tribulations of public life. Mr. Ducker says that there is not a man in the country with a stronger constitution than his own, but there's a limit to all things, and he thinks the time has now arrived for him to "draw the line." It is reported that he declines to stand as a candidate for the office of president of his club another year. He has not yet said that he will no longer serve as president of the A.C.U.

As Karl Kron's work advances, slowly but surely, he becomes more and more independent of original dollar subscribers, who about two years ago first gave him the backing which he required. He says in the *Wheelmen's Gazette*: "My dollar subscribers may feel sure that no dun from me will ever disturb them. I fully release them from any obligation in the case. If they send me the specified sum within a month or two after publication day I shall send them the book because I have agreed to, and because I think they will help secure new purchasers, but I have no wish to send it to any unwilling patron." It is evident that Kron feels pretty certain that he can place his edition at the present subscription price of $1.50.

H. G. Kennedy, the Denver (Col.) Wheel Company's repairer, has contrived a new pedal that will give a small wheel any desired reach, so a rider of a 56-inch machine can have the same reach on a 48-inch. Its advantages are ease in mounting from the small size of the machine used, and power on hills and in sand, there being no dead centres to overcome. The arrangement resembles a stirrup hung on a pedal pin and attached to the crank. It will permit of a fancy rider having a machine for fancy riding and road use all in one.—*American Wheelman*.

The *Wheel World* has a long article giving the history of a man who for years was a sufferer from rheumatic gout. He survived the manipulation of nineteen doctors, showing no permanent improvement. The twentieth doctor, after a preliminary treatment, put his patient on a tricycle, and though at first excrutiating pain was endured, by degrees, and eventually, it caused a complete cure. We know this sounds a bit like a patent medicine ad., but that the experience is a genuine one we believe, because of its source. It should set our old rheumatics to thinking and acting.

There are fast bicycles and there are slow bicycles. Any amount of evidence can be brought forward to prove this. And they are as freaky as an unbroken colt. One racing man tells us that his machine is very fast for a mile, but beyond that it slows down; another tells us that his wheel always goes fast in the direction of his home, especially when it is near to the dinner hour; still another has told us that his bicycle never goes so fast at other times as it does when he rides in the direction of the home of his best girl, and he says that from her house it always goes slowly. Truly our wheels are full of whims.

Some society young men in Chicago have become tired of wearing pantaloons, and they have started a movement in favor of knee-breeches of the old knickerbocker style. A club has been formed among them based on the agreement that when it shall have fifty members they shall take hold of this great question of dress reform in earnest. Thus far only sixteen of the young society lights of Chicago have entered the organization, but as soon as the fifty that are required have been recruited by the leaders, they are to appear in public all at once in their knickerbockers, and thus set the fashion for the timid and conservative young men who have not the courage to exhibit their calves.

The sports in connection with the South Australian Cyclists' Union took place at Adelaide last month. It included the final heat of the Walker Whiskey handicap and the bicycle obstacle race. The conditions of the obstacle race were—First lap: To ride round, lift machines over five hurdles, mounting machines after getting over hurdles, except the last one, when you run to the centre of the Oval, lie on your back and eat a roll. Second lap: Crawl through

bags under tarpaulin and through casks, run 100 yards with bicycle, mount and finish lap in the saddle, dismounting opposite pavilion. Third lap: Run to centre of Oval, put on coat and bell-topper and ride to scoring-board at the south end, then across the Oval and over the water jump, round the flag, on to the track, and finish. Enormous crowds witnessed this extraordinary event, and the obstacle amateur champion for 1886 is the hero of the hour in Adelaide cycling circles.—*Bicycling News.*

The members of the Nashville Bicycle Club are now contemplating a tour by wheel to Niagara Falls the coming season. The party will probably consist of ten or twelve of the best riders in the club, and they want to be able to start some time in June. The route, as proposed now, is from Nashville, by Gallatin, to Mammoth Cave, remaining there one day; thence to Louisville; thence to Indianapolis, Fort Wayne, Toledo, Cleveland, Erie, Buffalo; thence to Niagara. After remaining at the Falls a few days, they propose to go over into Canada and make a short tour on Canadian soil.

One of the young men about town—and it may be unnecessary to say he disliked the wheel—was talking with a wheelman the other evening, when he remarked, "I wouldn't ride a bicycle, it seems so boyish." "Oh, it does?" answered the cycler; "well, since you are a good billiard-player, pray tell me if rolling balls on a green cushion is as boyish as riding a wheel." "Oh, but billiards requires skill." "Yes, I see; but if you think that bicycling doesn't, just step outside and try to mount my wheel, and see if you are not soon convinced that riding is an accomplishment." He subsided, but a few days later was around wanting to learn to ride.—*Spectator.*

A New York cyclist was lately in Boston, and while in one of our club-rooms, preparing to take a spin over our good surfaces, was asked by his Boston friends where he would like to go. "I should like to go to whiskey straight," said the Gothamite. "I don't know any such place," said the Bostonese. "Don't know where it is? It's somewhere near Boston," was the response. "There's certainly no place of that name about here," asseverated the local cyclist. "Well," returned the nonplussed New Yorker, "it's something like that name, anyway. It's some straight drink." "Oh," exclaimed the Boston man, "perhaps it is Jamaica Plain!" And he hit it right —*Bicycling World.*

Rev. J. H. Watson, a prominent clergyman of Hartford, Conn., is a very enthusiastic tricycler. After having ridden his Columbia two-track for some time, he was asked to write something about cycling, and he rapidly penned the following unique article: "B's for Clerical Bonnets." Brethren beloved! Bicycles befit busy biblical brain-workers; bring bounding, blooming buoyancy; banish biliousness; baffle bronchitis; build bones, biceps, brain; brew bright blood; blow balmy breezes before befogged brains; broaden bigotry; bid burdens begone; benefit bank accounts; bestir besetting business; brighten barren, bewildering byways. Benevolent bishops believe bicycles beneficial. Brother bipeds! buy bicycles before becoming balky, bald-headed, broken-winded. Be bold! By brief battle bravely bestride best-bearing beast. —*Boston Globe.*

Writing us on Nov. 18th, Messrs. Hillman, Herbert & Cooper say: "We think it not out of place to inform you of two phenomenal orders which reached us by the post of Monday morning last; the one being from a doctor at Adelaide, South Australia, aged 84, for one of our 'Premier' safeties, and the other from a rev. gentleman in London, aged 76, for a direct steering tricycle of our make." This is worth noting, but we can beat the above instances, as we have a letter in our possession from a gentleman who tells us that he is 96 years of age, and that two years before—*i.e.*, at the age of 94—he learnt to ride the *bicycle*, and beyond the mounting and dismounting found no difficulty, and enjoyed the pastime immensely. We may add that this mount was an "'Xtraordinary." This letter was written in 1883. We do not know if the gentleman is living still.—*The Cyclist.*

Detroit has a bicycler who promises to make the speedy ones hustle. The fastest recorded time for a mile is 2.51 2-5, and at Cleveland, last August, F. X. Spranger, jr., covered a mile in 2.49, and without previously having any training. At that time the Cleveland papers referred to Spranger as the "fair-haired Detroit boy with his little spurt." The best time for a mile of Van Sicklen, the lightning Chicago wheeler, is 2.48; so it will be seen that Mr. Spranger gets over the ground with the best of them. He recently covered a mile at Adrian, on a rough track, in 2.57, and up to that time the Michigan record for a mile was 3.05. It was not till the latter part of August that he developed speed. He possesses a fine racing machine, and next season will go to Springfield, Mass., and Hartford, Conn., the wheelmen's paradise, and take part in the speed contests. Doubtless he will be heard of there to his credit.—*Herald.*

Mr. Fourdrinier, of the *Bi. World*, always a favorite with the ladies, and some time since announced by *Wheeling* as the handsomest of English cycling scribes, thus writes of Stevens' account of the Nautch dance: "Thos. Stevens has shown a decided talent in written descriptions. His portrayal of the Nautch dance, published in and written for the Boston *Herald*, is worthy the pen of a Bayard Taylor. He says the Nautch dance is not naughty; on the contrary, is decorous and refined. When he gushes forth thusly, we wish we were there, too: 'Now they imitate the spiral movements of a serpent, climbing around and upward on an imaginary pole; again they assume a charming posture, their dusky countenances half hidden in seeming coquetry behind the muslin mantle, the large red fan waving gently to and fro, the feet unmoving, but the undulating motions of the body and the tremor of the limbs sufficing to jingle the tiny ankle bells' Just count us in as an admirer of decorous and refined Nautch dancing."

:o:

The Overman Wheel Company has commenced suit against Gormully & Jeffery for the infringement of the Bown ball-bearing patent. The claimed infringement applies to all of the better grade of machines having adjustable ball-bearings. They are sued for the amount of $20,000.

ENAMELLING!

Special Notic to Wheelmen.

We have just laid down a large plant for the purpose of Enamelling Bicycles and Tricycles (the Harrington process), and are now in a position to Enamel a Bicycle at $5 and make it equal to new. We are the only firm in Canada that enamels through this process.

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"The Universal CLUB NO. 3"

Cheapest Bicycle in the world. It is fitted with Ball Bearings to both wheels, Cow Horn-shaped Handle-bars, and latest improvements.

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Cheapest Boys' Bicycle in the Dominion. No. 1, Price $30. No. 2, Price $20.

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I have all the very latest Styles and Novelties in Winter Sporting Goods, and customers can always depend on receiving the very Latest Patterns of any goods they may order. The large stock carried enables me to fill all orders promptly.

In Toboggans I have no less than seven varieties.

In Snowshoes the variety is still greater: all shapes and sizes, from the Child's Snowshoe to the 50-inch Hunter's and the Labrador Shoes; the latter is almost circular in shape, I have the Handsomest Shoes in the trade, especially suitable for Ladies; the gut is very fine and has Indian characters painted on it.

In Mocassins the stock is most complete, comprising Laced, Buckled and Tied, and in all sizes, shapes and qualities. Our Hudson Bay Caribou Mocassin is a beautiful article.

Toboggan Slides===We have had plans and specifications drawn out and lithographed for a Small Slide for Juveniles, to cost from $10 to $15. This slide, while specially intended for children, can, by being placed on sloping ground, be made suitable for those who would wish a more extended slide. Full details, drawings and specifications for large Club Slides made to order.

Before buying a **TOBOGGAN CUSHION,** be sure and send for Catalogue containing a drawing and description of the "EUREKA PATENT TOBOGGAN CUSHION" (patented in U. S. and Canada), of which I am the maker. This cushion has so many advantages over the old style that full details cannot be given here. Once you see it you will have no other.

Telegraph and Telephone orders promptly attended to. Our store is kept open in the evening.

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On the Road. THE COLUMBIAS On the Path.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¾-MILE (World's Record).....1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition).....2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record).....11.05
5 MILES (World's Record).....13.57 2-5
6 MILES (World's Record).....16.47
7 MILES (World's Record).....19.38
8 MILES (World's Record).....22.24 2-5
9 MILES (World's Record).....25.18
10 MILES (World's Record).....28-03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE.....A. B. RICH
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE.....A. B. RICH

THE COLUMBIAS AT LYNN,
MAY 31.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE.....S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5.....W. A. ROWE.
2-MILE LAP RACE.....GEO. M. HENDEE.
2-MILE HANDICAP RACE.....F. S. HITCHCOCK.
¼-MILE PROFESSION'L TRICYCLE RACE, T. W. ECK.
World's Record. Time—.42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE.....L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE.....N. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE.....L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE.....E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY).....THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY)....F. E. VANMEERBEKE.
FROM NEW YORK TO SAN FRANCISCO,.. (ON THE WAY).....S. G. SPIER.
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post.* (ON THE WAY.)

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The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. IV. LONDON, CANADA, FEBRUARY, 1887. No. 4.

A TIP FOR YOU!

Have no opinion on Bicycles Tricycles, Safeties, till you see the New Victors, ready soon.

1405

MILES IN 142 HOURS!

RIDDEN BY ALBERT SCHOCK,

On a Victor Bicycle, at Minneapolis, Minn., in competition with most of the great American Professionals.

Mr. SCHOCK writes:---"I am pleased with the VICTOR in every respect. I soon found it a vast improvement on all other wheels ridden by me."

VICTOR WHEELS ARE BUILT TO RIDE. BICYCLES, TRICYCLES, SAFETIES.

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OUR VALENTINE !

CHAS. ROBINSON & CO.,

22 CHURCH STREET, TORONTO

THE ONLY EXCLUSIVE DEALERS IN

BICYCLES, TRICYCLES AND SPORTING GOODS, IN CANADA.

IMPORTANT PRELIMINARY ANNOUNCEMENT.

WE will only briefly indicate this month our line of Wheels for the coming season, reserving fuller details for the March issue of THE WHEELMAN.

Rudge No. 1 (Light Roadster)	$115.00
Rudge No. 2 (Canadian Rudge)	85.00
Rudge No. 3, a new wheel. Excellent value at	60.00
Rudge Bicyclette (Rover pattern). Reduced from $120 to	115.00
Rudge Safety	115.00
Boy's Ideal	$32—46.00
Rudge Royal Crescent Tricycle, the best in the market	150.00
Rudge Humber Tandem	200.00

☞ Catalogues in preparation. Send 3 cent stamp and have your name entered for them.

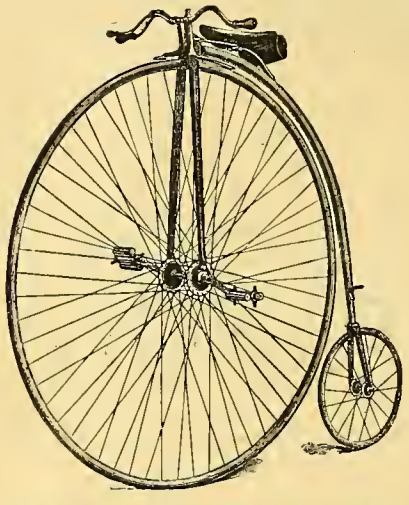
:o:

BICYCLE LITERATURE

EVERY Wheelman who desires to keep abreast of the times, and who takes an intelligent interest in bicycling, should employ the long winter evenings in reading some good cycling periodicals. We are sole Canadian agents for Messrs. Iliffe & Son, of Coventry (Eng.), the leading English cycling publishers, and have just received a shipment of their publications, as follows:

The Xmas No. of the *Cyclist* and Year Book, illustrated	0 50
Complete Guide to Bicycling	0 50
Bicycle Tactics (a Manual for Drilling Bicycle Clubs	0 25
Health upon Wheels, 125 pp.	0 75
Training for Amateur Athletes and Bicyclists	0 75

Six copies current English and American bicycle papers sent for 25 cents.



THE RUDGE LIGHT ROADSTER.

OLD KING CYCLE

Old King Cycle is a merry old soul,
A merry old soul is he,
Who yearly comes from his winter retreat
In the cold month of Febru-aree.
On St. Valentine's Day is his advent made
With a flourish of trumpets and a great parade,
When to every member of his cycling band
He gives a Valentine and a shake of his hand.

Now, this old King Cycle is a busy old soul,
An extremely busy old soul is he,
And to cover all Canada in one short day
(Being the fourteenth of Febru-aree),
Taxes his powers to the utmost;
So he hereby empowers Chas. Robinson & Co.
To scatter his Valentines to and fro,
Because old King Cycle is wisely aware
They are known from the Sea to far Vancouver.
And what is his Valentine this bright new year?
It is a song that will gladden and cheer—
A song of the famous and wonderful RUDGE,
Whose high reputation no attacks can budge—
The wonderful RUDGE that will open the eyes
Of Canada's wheelmen with glad surprise,
As, untrammelled and free, they glide away,
They'll bless King Cycle and Valentine's Day.

FIRE-BRICK PAVEMENTS.

The Detroit *Tribune* reporter called on Rev. Dr. Ryan to learn from him the relative value of wood and brick pavements, Dr. R. being well qualified to speak on the subject. Dr. Ryan said:

"I have had considerable experience in pavements, having travelled over the worst and best in the world, including the Appian Way."

"What is the best pavement you have found?"

"Brick. There is nothing equal to it, and it will be the pavement of the future. The road it makes is as smooth as a floor, and it holds just enough debris to make it noiseless."

"Is it durable?"

"Yes, indeed. I formerly lived at Charleston, W. Va. Fourteen years ago they laid the first brick pavement, and twelve years after it seemed to me to be in as perfect condition as when first laid. Tires do not break or crack it, as they roll along as if on a floor."

"How does it cost in comparison to wood?"

"I cannot tell, but it is cheaper when wear is taken into consideration. Wooden pavements are only an expedient, having to be constantly repaired. Then cedar blocks will not last forever. There will have to be a change soon."

"What kind of brick is used?"

"Either common red brick or fire-brick. At Wheeling fire-brick is used, and, by the way, the bricks are patented. They are wider at the bottom than at the top, thus permitting sand to work into the interstices."

"How are they laid?"

"With the edges upon a bed of sand, below which is a framework of timbers. There is a fortune for the man who introduces brick pavement into this city. There is no use talking, brick is to be the pavement of the future."

:o:

Three gallant cyclists careered boldly along the pavement of a certain street in Glasgow when their course was suddenly arrested by the stern voice of a bobby calling on them to stop. Being law-abiding citizens, the young men obeyed, and stood still while Tonalt took down their names. The names of the first two were inscribed in his note-book by Donald without a word of comment. The third gave his name as "John Smith," whereat the bobby grinned, "Is t'ere nae ither names she'll could get insteet o' John Smith? That name'll hae been used sae often. No; she'll needna try it on; she must give her richt name." "That is my right name," said the cyclist. "Come, come noo, dinna pe bash-fu'. Could ye no gie us some ither name?" insinuated the bobby, mockingly. "Yes," replied the cyclist; put down William Shakespeare." "That's a good boy! Spell her name," said the limb of the law, triumphantly. The name was spelt. "Whaur'll she leeve?" was the bobby's next query. "Stratford-on-Avon!" was the response. And the next day the poor dead author of "Venus and Adonis" was called up by warrant out of his icy sepulchre to attend a wretched police-court, to tell why he rode his bicycle on the pavement.—*C. T. C. Gazette.*

There is a principal of a business college in St. Louis who weighs more than two hundred pounds, and he is trying to reduce his weight. He rides a bicycle. It is not one of the ordinary slim bicycles, but a very small machine called a Kangaroo, on which he sits not far removed from the ground, so that he can avoid a heavy falls Recently, he was riding up Locust street, St. Louis, on his way home. When he came opposite a house near Twenty-second street, he saw a boy sprinkling the asphalt street with water from a hose. It was fearful hot, and he was perspiring and puffing like a steam-engine. The boy saw the fat man on the bicycle, and he thought the sight so funny that he laughed, ha! ha! Then he turned the hose on him. The latter protested, but the boy played on him again. His obvious course was to dismount and chase the boy, but it was so fearful hot to take the chances of catching him, that he put on more steam and pedaled hard under a stream of water from the hose until out of reach. Then he heard that boy laughing again and these words came to him: "Well, Jumbo, do you feel any cooler now?"

:o:

"Turn, turn, my wheel! turn round and round
Without a pause, without a sound."
—LONGFELLOW.

"The hobby-horse is forgot."
—SHAKESPEARE.

"But there is still a vehicle deserves a little mention."
—HOOD.

"Since we have known each other well, since riding side by side." —SCOTT.

"We have conversed and spent our hours together."
—SHAKESPEARE.

"All day we drive the wheels of iron."
—ELIZABETH BROWNING.

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PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

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All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, FEBRUARY, 1887.

THE SPRING BOARD MEETING.

By an advertisement in another column it will be seen that the members of the Board of Officers have been called to meet on the 25th of this month, at the Walker House, in the city of Toronto. We trust that at this meeting every member of the Board resident in the provinces of Ontario and Quebec will be on hand promptly. Several matters of importance will be brought up for consideration. The question of the changes in the by-laws proposed through these columns by "D 322" will be discussed; also the very important matter of how we can increase our membership. It strikes us that this is the most pressing business to be brought before the Board. With a wheeling population in Canada of two or three thousand, it is very discouraging to see our membership stay at about the same figure of something under one thousand each year. How can we awaken an interest in the members and get them to boom the Association? This is a difficult question to answer, and one that will require all the energy and wisdom of the entire Board to contend with. For this reason, we trust that all who can attend the coming meeting will do so. It is not fair to leave a half dozen enthusiasts to bear the entire burden of the conduct of our Association affairs.

Another matter is the deciding of the place at which the Annual Meet shall be held. Several places have signified their intention of inviting the Association, but so far none have done so. It will be well for the secretaries of these different clubs to place formal applications in the hands of the Secretary of the C.W.A. at once, as none others can be considered.

———:o:———

The circular of Chief Consul Way, published in this issue, might be copied with advantage by all other Chief Consuls in Canada. In it Mr. Way requests the local consuls to give him the names and addresses of all wheelmen in their locality who are not members of the C.W.A., in order that he may endeavor to secure them as members of the Association. If every C.C. were to make a similar request, and then endeavor to influence the non-members, by circular or personal interview, the membership of the Association would be almost doubled. Let the C.C.'s be up and doing.

———:o:———

The *Wheel World* is no more, but on the foundation formed by this excellent monthly will rise a general sporting magazine called *Olympia*.

THE L.A.W. SECRETARYSHIP.

A New York despatch says: The Board of Officers of the League of American Wheelmen have elected Abbott Bassett, of Boston, secretary, in place of Eugene A. Aaron, deposed for malfeasance in office, his books showing a deficit of $5,800, which was afterwards made up. Mr. Aaron pleaded that he was temporarily insane. Bassett's leading opponent was John A. Wells, who was assistant to the late secretary, and it is alleged was cognizant of the deficiency, and failed to report it. Wells is also charged with giving a publishing house, in which he is a partner, $200 worth of League printing weekly. The board appointed John C. Gulick, of the executive board, and secretary editor-elect Bassett a committee to visit Philadelphia to demand possession of the office of the *Bulletin*, the books of the secretary, editor, and other effects of the League now in possession of Aaron and Wells. It is understood that the latter will resist, and as the lease is made to them personally, and all receipts are in their names personally, a lively time is anticipated.

The above despatch lacks confirmation in all its particulars. The serious charge against Secretary Aaron is not referred to by some of the cycling papers, the *Bicycling World* stating that the report of the executive committee and the expert accountant showed that the accounts of the secretary-editor were correct, and that the *Bulletin* had been run at a heavy loss to the League.

Mr. Aaron, however, denies in toto the charges of malfeasance, and says: "When the League began the publication of the *Bulletin* no funds were provided me for the purpose, and I advanced money out of my private funds to meet the bills. For a long time the League was indebted to me for a large amount. An entire change the system of collecting dues from the members was also instituted, so that instead of keeping accounts with the different divisions, they had to be opened with each of the 10,000 members of the League. The work placed upon me was more than I could possibly attend to, and as I am no bookkeeper, matters gradually became entangled. As the League has no corporate existence I was personally responsible, and all the funds for various purposes were deposited in my name as well as my own funds. I worked day and night until I broke down, and was ordered by my physician to stop. Last May I went south for my health, and it was during my absence that Mr. John A. Wells, who assisted me in the publication of the *Bulletin*, discovered that matters were in bad shape. On my return he called my attention to the fact that there was a shortage in my accounts. This was the first I knew of it, and I at once wrote to President Beckwith informing him of the fact, and requesting him to send an expert to examine the books. This was done, and as soon as the amount of the shortage was ascertained I made it good. The amount was not $5,800, as stated, but less than $3,000."

The result of the ballot was:

For Abbott Bassett..... ... 85 votes.
For John A. Wells..... 51 "

———:o:———

Thomas Stevens is expected in New York in about two weeks.

THE NEWMARKET BI. CLUB.

The Newmarket Bicycle Club, organized last March, held its first annual supper on the 6th ult., at which there was a large attendance, the membership of other local athletic clubs, and the Wanderers' Bi. Club of Toronto, being well represented. The menu was served at Mr. A. Simpson's restaurant, and "mine host" was evidently familiar with the proverbial keenness of a wheelman's appetite, and was equal to the occasion in furnishing a most sumptuous repast, which included all the delicacies of the season.

Dr. Widdifield, M.P.P., Hon. Pres. of the club, occupied the chair, the President, Mr. J. E. Hughes, ably filling the vice-chair. After the several courses were dispensed with, the chairman made a few well-timed remarks, congratulating the members of the club on the success which has crowned their efforts during the past year. He was pleased to know that the club-rooms established at the opening of the wheeling season had been put to good use, and to see that by their use the club had developed into a winter society for literary improvement and social recreation A number of toasts were then ably proposed and most heartily responded to, calling forth some excellent music, songs and speeches from those present, all of whom were unanimous in pronouncing this the most successful club meet of the year.

———:o:———

THE WANDERERS' MEET.

The *Globe* says: The Wanderers, in place of their annual supper, this year introduced a drive and supper combined. On Thursday evening, January 20th, some 35 or 40 members assembled at the club quarters, and accompanied by a band, and drawn in a four-in-hand, they started out Yonge street, and enjoyed a most pleasant drive as far as the Glen Cove Club House, where they were welcomed by Messrs. E. and R. Simpson, on behalf of that club, who had kindly thrown open their handsome and commodious house to them. After a short rest, the party adjourned to the dining-room and partook of an excellent meal, which was done full justice to. Mr. Riggs filled the chair creditably. Speeches were made by Messrs. Daniels, Simpson and Orr, which were interspersed with songs from Messrs. Gowanlock, Lalor and Harrison, while Mr. Brown played a selection on the mouth-organ in masterly style. The toasts were all disposed of, and an adjournment was made to the parlors, where the party were entertained by music furnished by Messrs. Doherty and Cameron. Shortly after midnight the Wanderers expressed their thanks to the Glen Cove Club by three cheers and a tiger, and started homeward.

———:o:———

A Canadian wheelman writes to the *Wheelman*, and particularly asks why records made by Canadians are collected, tabulated, and published as in the United States and "at home." Well, we don't know, but, if the inquisitive *Wheelman* wants to borrow our microscope and go a searching for records made by his countrymen, we will lend it. But, it is well to remember that Rowe holds a *few*—up to twenty miles.—*Bicycling World.*

REX'S MUSINGS.

Of course everyone has heard of *Wheeling*, published in London, England, and of its proprietor, Harry Etherington, who, from all appearances, can make things hum when he starts. Etherington's motto for his paper has always been, "I've got the lead and I mean to keep it;" but at present he is about two years behind time, that is, taking his word for it, as he calls the last *Wheeling* Annual "Chestnuts." It is not stated whether the title is any reflection on the contents or not, but evidently Harry has not caught the real meaning of the slang. By the way, one of *Wheeling's* editors has been publishing a guide to wheeling in their newsy paper, and his definition of Harry Etherington reads thus: "A sportsman of a pronounced type, who is always seen behind a big cigar, and has a habit of saying 'Chestnuts' and 'By thunder.'" Some enterprising American ought to send a cargo of chestnut gongs over to England and let some one experiment on Harry.

* * *

Mr. O. E. Fleming, a young lawyer of Windsor, Ont., who has in days gone by, and may be yet, a bicycler of some note, having taken part in several tours through Canada, is sueing the Amherstburgh *Echo* for libel, because the aforesaid paper referred to him as "Boodler Fleming." I suppose if friend Fleming got the boodle he would not mind, but the thought of being styled "Boodler" and not getting any boodle has made him annoyed, and he asks $5000 damages.

* * *

It seems to me that the majority of the C.W.A. members did not thoroughly read the article in last November issue, headed "A Change Wanted," and written by "D 322," or else there would be more ventilation of the scheme through THE WHEELMAN'S columns. The proposition of having the consuls' term extend from the beginning to the end of the year instead of beginning at the end of May is a capital idea, the only drawback with either this change or the proposed change of the Association year being that it is a hard enough job to stir up any enthusiasm in the midst of the riding season, and what would it be to attempt a stir up in the middle of winter!

* * *

From newspaper accounts, titles are going to be thrown around lavishly this year on account of the Queen's Jubilee, so I would like to see a few of them conferred on some of our bicycling notables. A few "Sirs" and "Honorables" among the officers and consuls would have quite an effect as well as look very nice on paper. For my own part, my title is quite elevated enough if they would only give me a small territory to reign over, be it ever so small.

* * *

Since the meet of last summer, to speak in the common language of the country, bicyclists are "all struck on Montreal," and of course a large number will be there to enjoy the sports of the winter carnival as well as to meet old friends, one of whom will be "Tommy" Lane, who will be as much in his element in winter as he is in summer. May we all be there and have a good time! One who will be there is

January 20th, 1887. "REX."

TORONTO NOTES

Sauntering down town recently, my thoughts were turned springwards by some bicycles being shipped from a cycling agency. Stepping inside, the proprietor told me that the interest in bicycling is very rapidly spreading, and the best evidence of it was that thus early in the season sales were being made. As indicating the widespread interest taken in our glorious sport, he further intimated that one mail brought in enquiries from Cape Breton, Quebec, Calgary and Vancouver. "And that reminds me," he continued, "of some of the curious offers that are made us. One man wanted to exchange a village lot for a wheel; another will trade a gun; others will dicker a carriage or a watch. Were we to accede to all these requests, we would soon have an interesting curiosity shop." On my way out, a load of toboggans were deposited in front of the establishment. Thus winter and spring overlap each other.

Dr. Doolittle met with a heavy loss the other night, when his large collection of bicycle medals were stolen, the value of which was $500. The thief gained access through the basement. A medalsome fellow, truly!

The Wanderers have a happy knack of having a good time whenever they set about it. The other night nearly fifty of them enjoyed a sleigh ride to the Glen Cove Club-house, about six miles out on Yonge street, where they demolished a good supper, sang songs and made speeches until the warning toot of the bugle started them homeward. The social element of the club is very largely developed, and their handsome club-room is frequented every night.

A writer in *The Wheel*, describing a tour from Kingston to Toronto, missed the main road and wandered over an ordinary sandy cross-road for a few miles in consequence. He then proceeds to show his wide acquaintance with the country by adding: "It may be well to explain that the only *good* roads in Canada are those under Dominion care." It is news, indeed, to hear that our paternal government makes our roadways, or cares for them. "L. B. G." is a sample American in the way in which he judges of many thousand miles of roads in Canada by the stretch between Kingston and Toronto. The same writer sailed from Toronto on the "Choracusa." We have a steamer by the name of the "Chicora," and it is to this the accurate writer probably refers.

Toronto, Jan 24, 1887. PETE.

———:o:———

The earliest mention of the cyclists' much-loved machine is found in Homer's "Iliad." Achilles burned to revenge the death of Patroclus, but was without armour. Jupiter gave permission to the gods to take sides, and Thetis went to Vulcan, and while she was bespeaking his kind offices in making a new suit of clothes, described the then occupation of the gods, which is thus translated by Pope:

> "Full twenty tripods for this hall he framed,
> Which played on living wheels of massive gold
> (Wondrous to tell), instant with spirit moved
> From place to place, amidst those bless'd abodes,
> Self-moved, obedient to the beck of gods."
>
> —*Bridport News.*

A CANADIAN TEAM.

The following letter is self-explanatory:

152 Fleet street, London, E.C.,
January 11th, 1887.

Editor CANADIAN WHEELMAN:

DEAR SIR,—By this post I have forwarded to the Secretary of the C.W.A. an invitation to Canada to raise a team to compete at the Great Jubilee International Cycling Tournament and Monster Meet of the Metropolitan Clubs, to be held at the Alexandra Park Athletic Grounds, London, June 23, 24 and 25, 1887, in honor of Her Majesty's Jubilee.

Invitations have also been issued to Australia, Belgium, France, Germany, Holland, Norway, Russia, U.S.A., Scotland, Ireland and Wales; and I should deem it a favor if you would give the aid of your pen to the proposal for a Canadian team (or even for one representative if a team cannot be raised).

Of course I am aware of the great expense such a visit would entail, to meet which I would suggest the plan adopted last year by the Irish and Scotch, who, with the consent of their ruling bodies (in the former case the I.C.A. itself formed the team), raised a subscription to defray the expenses of the visit. This mode, in fact, is the only legitimate one that the N.C.U. at present allow of for amateurs.

The selected dates, June 23-4-5, being the latter half of Jubilee week, form a most fitting time for a visit to London, as there are sure to be great attractions at that time.

The programme will include races for professionals as well as amateurs, and the events will be run under N.C.U. rules. Further particulars shall be forwarded in due course.

I am, dear Sir, yours faithfully,

F. CATHCART,
Hon. Sec. Racing Cyclists' Club.

———:o:———

Messrs. Chas. Robinson & Co., of 22 Church street, Toronto, make their preliminary spring announcement in our advertising columns. They have added a Rudge No. 3 to their list of wheels. This, they write us, will be an excellent machine, with Rudge ball-bearings, and will sell for the low price of $60.00. They also intimate that some improvements will be added to their other makes this year, and promise particulars in the March issue of THE WHEELMAN. The Rudge Bicyclette, one of the best of the Rover type of machine, promises to be a great favorite. Their standard pattern of the Canadian Rudge and the Rudge Safety will be kept in stock, as well as the new Rudge Royal Crescent Tricycle and the Humber Tandem. This enterprising and pushing firm ought to do, and no doubt will do, a large business, with such a high-class line of goods Their annual catalogue is in course of preparation. We would advise our readers to enter their names for a copy.

———:o:———

The newest thing in tires is being made by the Overman Wheel Company. The rubber is so pure that the tire, when thrown into water, refuses to sink. This is getting it down pretty fine. We understand that these tires will be used on all Victor wheels the coming season.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec.-Treas.—Mr. HAL. B. DONLY, *Reformer*, Simcoe, Ont.

BOARD MEETING.

The Annual Spring Meeting of the Board of Officers will be held at the Walker House, in the City of Toronto, on FRIDAY, Feb. 25th, at 2 o'clock in the afternoon. It is hoped that every member of the Board who can at all attend will do so promptly, as business of importance will be introduced.

By order of the President,

HAL. B. DONLY,
Secretary.

ATTENTION!

LOCAL CONSULS, MIDLAND DISTRICT NO. 4.

On or before February 28th, the Local Consuls for Midland District No. 4, C.W.A., are requested to report to me by letter or post-card the names and addresses of all wheelmen in the towns under their charge who are not members of the C.W.A., so that I may be able to communicate with them with the object of inducing them to join the Association by the opening of the season.

Should any Local Consul have none to report, let him please send me a post-card with the word "nil" and signature, so that I may know that all reports are in.

Fraternally,

W. P. WAY,
C.C. No. 4 District.

:o:

THEFT OF MEDALS.

All the gold and silver medals owned by Dr. P. E. Doolittle, of Toronto, which were won by him at bicycling contests, and said to be worth $400 to $500, have been stolen from his residence, No. 237 Front street east. The thieves found their way into the house through the cellar, and had the case where the medals were stored removed to the back yard, where it was emptied of its contents. The peculiar loss is felt seriously by the veteran cyclist, and it is to be hoped the police will effect a recovery.

:o:

Mr. W. K. Evans, of London, will take in the Montreal Carnival.

RACING REFORM.

A number of very important votes were passed at the council meeting of the N.C.U., held recently in London. It was voted that no prize exceeding in value £5 5s. be offered in an open race. This is a very marked step in the direction of pure amateurism. A committee was appointed to inquire into the whole question of professional racing, with a view to its encouragement. A rule was passed allowing clubs to refer all disputes at race meetings to the executive. The following resolution was also passed: "That the council of the N. C. U. expresses its disapproval of the growing practice of racing on the public roads, and directs the executive to do its utmost to discourage road racing."

:o:

CYCLING IN THE DARK CONTINENT.

Mr. J. E. Marshall and Mr. Broen, two members of the civil service in Cape Colony, South Africa, lately made a bicycle trip from Cape Town to Port Elizabeth, a distance of nearly 600 miles, which they accomplished in 11 days and 13 hours. Those who have experienced the difficulties of South African travelling will know that such an undertaking involves great labor and fatigue in climbing range after range of high mountains, and going over roads so bad that it is often with difficulty that the track oxen can get along them, while considerable hardships must be endured from the intense heat, the want of water and the bad accommodation, beside the forced walking over miles of sand and rocks, dragging the machines and knapsacks, and sometimes fording rivers.

:o:

"A London Physician" forcibly points out there should be little or no riding under the age of fifteen. Before that age the joints of the body are not properly formed, and the bones are weak and liable to bend out of shape by continued strain. Deformities of the spine and of the feet are among some of the cheerful results likely to follow in the path of the little girl who is often in the saddle, and even those disastrous consequences are less terrible than the undermining of health and strength which may not improbably accompany them. Girls with weak hearts or chests should never be allowed to ride at all. They may outgrow any such weakness with proper care, but over-exertion would, in all likelihood, develop any tendency to disease in a manner which would be really serious. In these days of precocious juvenility people seem disposed to think that children may, with profit to themselves, join in all the occupations and employments of adults, and they are too apt altogether to lose sight of the fact that such a thing as a physical unfitness may exist. A friend of mine, a doctor, and a most ardent advocate of cycling for women, refuses to let any one of his large family of girls really take to constant riding till after they have reached the age of seventeen. Then he encourages them to take to cycling with an earnestness which bids fair to see them in the saddle every day of their lives.—*Violet Lorne in News.*

:o:

The Newmarket Bi. Club, with 14 members, has a total mileage of 2,780 miles for the season of 1886—an average of over 198 miles each.

Wheel Tracks.

The Springfield Club has decided not to join the L.A.W.

The League membership is almost double what it was a year ago—10,264 to 5,176.

New Orleans will have an illuminated parade, after the manner of the late St. Louis affair.

The Kansas Division of the L.A.W. has issued a handbook containing its constitution, list of officers, consuls, etc.

Kluge, the late Star rider, has been retained by the King Bicycle Company, and will ride that machine on the path during the coming season.

The indefatigable Ducker is building a toboggan slide in Springfield. He proposes to beat all records, and to have the best and fastest slide in the world.

Mr. W. P. Way, of Belleville, is advertising his "Pilot" for sale, he having injured both his arms by headers. He will hereafter ride a "Rover" safety.

The New South Wales Cycling Union decided, by a vote of 32 to 11, that the "makers' amateur" and the agent shall continue to rank as *bona-fide* amateurs.

It is reported that the *Cycle* has been sold to Mr. E. H. Ducker, but whether it will appear as a weekly, or be incorporated with the *Wheelman's Gazette*, is not stated.

The executive committee of the L.A.W. will recommend at the next meeting of the board of officers that the initiation fee and annual dues of the League be increased.

Now that Hendee and Rowe are under different managements, we hope these two good men will have ample opportunity to settle the vexed question of superiority the coming season.

H. M. Oliver, a well-known English athlete, has gone to the bad—has been arrested for stealing $700 from the Birmingham Banking Company, by whom he was employed as cashier.

An effort is to be made to have the next League meet take place during the second week in May, instead of the last, the last week of the month being usually a busy one with business men.

An international tournament will be held at Alexandria Park, London, May 20 and 22. It is understood that a strong effort will be made to insure the attendance of certain of America's most speedy riders.

The Springfield Bicycle Company have secured a big card in the person of G. M. Hendee. It is not yet known if George will ride the "Springfield" on the track or devote his attention to the selling of the machine.

Some St. Louis wheelmen are agitating for the establishment of an insurance society within the ranks of the L. A. W., to insure members against accident from cycling causes. The scheme is not likely to amount to anything. The L. A. W. has enough irons in the fire already, and anyway no wheelman expects to ever meet with an accident.

The Montreal Snowshoe and Trapper Club is soon to visit Boston. Several cyclists are on the committee of reception and arrangement; prominent among them is Captain Peck, of the Massachusetts Club.

The members of the Nashville Bicycle Club are contemplating a tour by wheel to Niagara Falls this summer. The party will probably consist of ten or twelve of the best riders in the club, and want to start some time in June.

Strong inducements have been held out to Rowe to have him go over to England and make one of Morgan's team, but he would have none of it. He will remain on his native heath and await the "big un's" coming.

Chicago and St. Louis will go hand-in-hand, heart and soul together, to make the coming meet in St. Louis a solid success and honor to the section. We don't know how long the *entente cordiale* will last; they are mighty unsartain and touchy.

The *Cyclist* is agitating the question of presenting the English National Life Boat Association with a fully-equipped life-boat and station. The cost will approximate $5000. The *Cyclist* has opened the subscription list, and calls on all cyclists in the kingdom to respond.

One hundred guineas is offered by Hillman, Herbert & Cooper to the first rider who will ride either a mile on the path in 2.25, twenty-two and one-half miles on the path in one hour, or one hundred miles on the road in six hours, on any of the "Premier" make of bicycles.

"A word to the wise: Look after your wheel during the cold weather. No matter how dry your storage place may be, if it is subject to the changes of temperature of winter it will rust unless looked after or protected by some of the many anti-rust compounds."—*Bicycling World.*

W. A. Rowe holds 64 bicycle records under 20 miles a feat which probably no wheelman will ever excel, holding, as he does, 23 amateur records, 20 promateur records, and 21 professional records. It is a singular coincidence that one man should hold all of the world's bicycle records for amateur, promateur and professional.

The Boston club men are forming a party to go to Canada. There is nothing of a compulsory nature about it, but simply a short pleasure trip to the land of the toboggan and the snowshoe in carnival time. Tommy Lane, Tibbs, and all the rest of the good old boys, will prepare a warm welcome for the visitors, we know.—*Bicycling World.*

Howell has been downed by J. Young, of Aberdeen, in an eight-hour bicycle race. Up to within two minutes of the call of time, the men were well bunched. Then Young rushed to the front, closely followed by Dey, also of Aberdeen. The pace was too hot for Howell, who was thirty yards in the rear when time was called. It was a great day for the Thistle.

J. K. Starley has patented a new tricycle chain, or, rather, band. A steel wire is turned into a coil at intervals, and arranged to enter correspanding recesses in the chain wheel. The coils are made for the purpose of allowing the wires to twist or untwist without breaking as the chain-wheel revolves, and the strips adjust themselves to the straight or the curve without undue strain.

The "non-cropper" is a device invented and sold by one Fisher, an Englishman. The device consists of a fine ratchet wheel fastened to the outside of the hub. In the teeth of this the rachet falls, one end of which is pivoted on to the fork. So long as the wheel runs ahead it is o.k., but the moment a tendency is shown for the fork to pitch forward, the ratchet and wheel engage and push the fork back.

Arrangements are being made for another bicycle road race, to take place early in the season at Clarksville, over the same course as was used last spring. The most serious drawback to the affair last year was the lack of sufficient hotel accommodation. Next year it is intended to charter a steamer, make the run to Clarksville on a Saturday night, have a tour through the country on Sunday, and the race on Monday.

No wonder the Ramblers, of St. Louis, wanted to "amalgamate." It seems they offered gold medals to all who would ride at Son-of-a-Gun Hill, believing that eminence practically unclimbable. Judge of their consternation when fifteen well-authenticated claims for gold medals were put in. Whew! *Gold* medals cost cash, and fifteen of them cost many ducats. Luckily, eleven claims were from their own club members, who waived the medal.

Amidst the various sane and insane projects that have been suggested for the celebration of her Majesty's Jubilee, one of the most commendable is that by which the cyclists of the United Kingdom intend commemorating the unique occasion. They propose raising a sum of £1,000 for the purpose of providing an efficient and fully-equipped lifeboat, to be called the "Cyclists' Jubilee Lifeboat," which will be presented to the Royal Institution, for service at a spot to be hereafter decided upon.

"Springfield luck" holds good in all bicycle matters. President Henry E. Ducker, of the Springfield Bicycle Club, has received a cablegram from England stating that the Springfield contingent, which held 132 tickets in the Iroquois cycle drawing, which took place last week, had drawn one Cripper tricycle and two Waltham watches. The above drawing is conducted by the Iroquois Cycle Company, and is very popular across the water. This is the first time that Springfield wheelmen have tried it, but their share of luck is still with them.

A corporation called "The Gormully & Jeffery Manufacturing Company" has purchased the entire plant of the copartnership of Gormully & Jeffery, Chicago, and will continue their business without interruption. It has also assumed all the liabilities of the aforesaid Gormully & Jeffery, and succeeded to all their assets in the business. The officers of the corporation are: President and Treasurer, R. Phillip Gormully; Vice-President, Michael J. Waghton; Secretary and Manager, Thomas B. Jeffery. The new organization will carry on the business more energetically than ever.

The League *Bulletin* publishes a list of the membership in the L.A.W. in each State and Territory. New York leads with a membership of 1,747, and Pennsylvania is second with a membership of 1,488, Massachusetts has 1,444, New Jersey 944, Ohio 847 and Connecticut 584. All others have a membership of less than 500. Bermuda, Germany and South Carolina are each represented by one member, England by two, Montana and Oregon by three each, and Mississippi and Nova Scotia by four each. The entire membership is 10,264, the per cent. of increase for the year being 98. Massachusetts increased from 591 to 1,444, a gain of 144 per cent.

It is pretty certain that the scene of the annual tour of the League of American Wheelmen in 1887 will be Europe, and that the countries they will visit will probably be England, France, Germany, Switzerland and Italy. Jo Pennell, whose European touring record is by no means small, will have the management, he having been appointed foreign marshal of the touring department, and these are the countries he recommends. Four weeks will be the time occupied, and the participators should have a very good time of it, judging by Mr. Pennell's remarks, should fine weather, without which touring is a delusion and a snare, favor them.—*Bicycling News.*

The (English) National Cyclists' Union has been doing great things at one of the council meetings. First, it limited the value of prizes for amateurs to five guineas, instead of ten, as formerly. Then it expressed its disapproval of road racing, but road races will be held just the same. Then Mr. Robt. Todd, whose opinion on the amateur question may be regarded as official, said there was no rule forbidding a member of the executive paying the fares of racing men out of their own pockets. A very liberal decision. The championships having been a loss to the Union, it was proposed that the officials who had had their fares paid for them be asked to refund the amount. This appealed to the pockets of enough gentlemen to down the motion by a big majority. Next, a committee was appointed to encourage professional racing. Good big prizes, and plenty of them, will do this.—*Turf, Field and Farm.*

The six-day bicycle race at Minneapolis developed one fact in regard to diet during a long race, which bicyclists will notice with profit. Morgan, Schock's antagonist and the speedier man, started in to live on extracts of chicken and beef, and for the first five days of the race scarcely any solid food passed his lips. After four days he was taken with acute diarrhœa, and had to lie off for 14 hours. As soon as this was checked he began to eat solid food and improved rapidly. Morgan had never before eaten extracts, and never before was sick in a race. Schock ate solid food, and though he lost weight the first two days, gained afterwards, and at the close was only four pounds less in weight than at the beginning. It is Morgan's opinion that extracts are good enough for short races, there being less danger of sickness in their use. In long races, however, where the destruction of tissue is great, and must be continually replaced by new tissue, solid food is required.—*Turf, Field and Farm.*

RIDE!

BY PRESIDENT BATES.

I.

To the men at work in the field
Ruth came running and crying,
With steps that staggered and reeled,
Dress, ribbons, and hair all flying,
One hand pressed to her side :
" Little Mary is dying !
Ride for the doctor ! Ride !
She hath eaten the poison paste
Mixed for the vermin ! Haste !
Saddle the horses ! Away !
Death will not linger nor stay !
Ride !"

II.

While they saddle the black,
While they bridle the gray,
" Hurry !"
Girth knotted, buckle a-lack,
Black rearing, gray pulling back,
(Hurry is often delay),
Richard ran straight to the hall,
Where, leaning against the wall,
A horse that is always ready,
He caught as he ran his wheel,—
Steed of rubber and steel,
Silent, and fleet, and steady,
Set doorway and gateway a-flying,
Leaped to his seat at a stride,
And was off like a bird on the wing !
(Ride !)

III.

Seven miles off is the town,
(Ride !)
The roadway, winding and brown,
Smooth and hard as a stone,
Runs the long valley down.
The rider is riding alone,
And his feet, like pistons plying,
Drive the pedals around,
And, like an engine flying,
He skims along the ground
(Ride !)
So rapidly, so silently
The slender wheel did glide,
That the gray line of the road
Backward under him flowed,
Like a freshet-swollen stream,
And the trees on either side
Seemed floating in a tide.
His pulses throb and bound ;
Like engine puffs of steam
Is the panting of his breath :
But he rides a race with death,
And his single thought is
Ride !

IV.

Now he is rising the hill ;
Heavily go his feet,
Driven by desperate will ;
(Ride !)
His breath is a sob, and his heart
A hammer that strives to beat
His rocking ribs apart ;
He reels and sways in his seat ;
His teeth gleam white and bare
Where his lips are parted wide ;
The sweat drips under his hair :
He cannot see aright
For the black specks in his sight ;
But he will not pause nor bide
A moment's breathing space ;
Sweet Ruth is his hoped-for bride ;
There's a double stake in this race !
(Ride

V.

At last he is over the brow ;
The village below him is lying ;
Legs over the handles, now
Down the long slope he is flying,
Like skimming swallows that glide
Down the long slant of the wind
(Ride !),
The swiftness of his pace
Dashes the wind in his face ;
His sight is no longer blind ;
His ears have ceased their humming ;
His heart beats easy again ;
He draws his breath without pain ;
His second wind is coming ;
And when he reaches the plain
(Ride !)
Lightly he sits in his seat,
And the strokes of his rapid feet
Are fast as the ceaseless beat
Of the ripples of a tide.
And the wheel beneath him springs
Like a bird to the strokes of its wings,
Like a lover's thoughts to his bride.
(Ride !)

VI.

The doctor's fast-trotting mare
Is fleet, and her load is light ;
But the village people stare
As he lashes her to flight.
With a rush, a scramble, a scurry,
The dust spurns under her feet—
" Hurry !"
But, ere she has covered a third
Of her race, like a low-flying bird
Comes stealing beside her wheel
The steed of rubber and steel,
Forcing the mare to her stride ;
Its rider sits lightly and straightly,
Well over his handle-bar,
Spinning the pedals greatly,
As, leaning forward far,
He shouts to the doctor :
" Ride !"

VII.

Half way on the road they meet
The galloping horsemen :
" Hurry !"
Pell-mell, worry, and flurry,
They follow with scampering feet !
Now the house is in sight ; at the gate
Ruth waiting : " Thank God ! not too
late !
O Richard !" As panting he stands,
She clasps him with both her dear hands ;
And he knows, as he catches his breath,
And looks in her tear-streaming face,
Not in vain has he ridden his race,
And beaten the champion, Death !

VIII.

It is done !
The race is over and won !
The wheel still stands in the hall,
And gleams and glistens with pride
As, leaning against the wall,
Silent, tireless, and steady,
A horse that is always ready,
It seems to invite you to ride it :
And it hears the bridegroom and bride,
In the twilight, standing beside it,
The murmur of vows they repeat,
The parting of soft lips that meet,
The hearts of the lovers, that beat
Like the patter of baby feet ;
But never again may it feel,
While rubber and metal abide,
Such a thrill as ran through its steel
When Ruth to the startled men cried :
" Ride !"

—*Outing.*

TOBOGGANING.

" New Yorkers will 'tobog' at the Polo Grounds this winter. The lights, the music, the flash of bright eyes, the falling-star-like rush, the half scream of frightened pleasure—"

I pause and smile. With the lips, not with the eyes ! a smile that makes not others smile.

I " tobogged " once.

The dull gray sponge that masqueraded as a brain dwelt on this " falling-star-like rush," till it showed like to thirty-seconds of elysium, with the feet of all the female angels in the laps of the male ones. The most drivelling dolt could go no further, you think ? I did.

You have seen a tobogganing uniform ? I bought one. I strove to persuade myself that it became me, supremely conscious all the time of the burning libel that I was on the unfeathered biped. Mad ? By my side the March hare was a very tower of intellectual strength.

Encased in this flannel nightmare, I started for the Orange Hills. My fellow-passengers made merry. Several of them lost all connection with their handkerchiefs in their frantic endeavors to get them down far enough to dam their bubbling mirth. Each catastrophe of this sort was followed by much encouraging gasping and gagging ; but nothing fatal. Though I am not of an unamiable disposition, the sight of two or three of those merry mortals in the final throes would have afforded me the liveliest satisfaction.

That suit's preternatural ugliness arrayed all Orange dead against me. Half a hundred juvenile enticements to murder escorted me from the station and jammed the surrounding ether with ribald terms and " soakers." Their old brutes of fathers and forefathers coughed themselves into all sorts of mirthful convulsions, and the Orange constabulary was in ecstasies until an itinerant " soaker " went in at his right ear with an unceremonious energy that promised well for its speedy exit from the corresponding orifice on the other side. This angered him. While he was patiently trampling a consumptive little cripple into the crusted snow, I made for the slide.

The hill had a slope to it like the forehead of a Bowery What-Is-It. A torrent of toboggans plunged headlong down its polished surface, with all the kindly regard for one another's safety and comfort exhibited by the particles of a ton of Red Ash, when the much-begrimed Jehu turns on the " black Niagara." Just as we arrived two to-

boggans came together with a crash, and their contents went up toward fair Luna, as though anxious to emulate the bovine that so tickled the canine's risibility. I felt more like tobogganing than ever!

I mount the hill and straddle a machine. I do this stout-heartedly. Then comes the reaction. A feeling, closely akin to that which the bridge-dropping crank must experience just ere he lets go his hold of everything in the world, is on me. The number of emotional lumps swallowed is fairly beyond all computation. If somebody would only make a break for the station! But, no!

"Feet up!" screamed a copper-fastened voice. The fair shade in front gathers my gaiters in her lap; the gentleman behind winds his legs about my body, as though illustrating the first movement toward the achievement of the top of a greased pole, and off we go. I smile, but I don't mean it.

Faster and faster we go. We strike a half-buried stump. Everybody goes into the air and sits down with much vigor. I am reconciled to the peculiar life-line! Faster and faster. A wild shout. I look back, and am dimly conscious that when we do stop that gigantic "tobog" just behind will grind us to powder. But will it ever stop? Another bump sees us over the brow of the hill. Faster and faster we fly. Fly is now the precise word. We touch mother earth only to acquire elasticity for another bound through star-strewn space. Every hair is on tiptoe, peering over the heads in front of it, into the carnage-fraught future.

The unfailing little failings join hand-in-hand for the execution of the customary scalp-dance in and out of the caverns of the memory, and the stereotyped recollections of "Now I Lay Me' jostle the moss-grown fragments of "Greenland's Icy Mountains." All the conventional proprieties for an idealistic demise are at hand.

And the blessed machine swings around the corner and comes to a quiet stop!

"SMITH" *in Puck.*

:o:

SCHOCK SUCCEEDS.

The great six-day bicycle race closed at Minneapolis last Saturday night. Morgan rode 235 miles without dismounting. Schock beat the world's record of 1404 miles three laps, in 144 hours. He made 1405 miles in 142 hours. Armaindo beat Prince's record of 1042 miles by eight miles, which gives her the third best record in the country. Morgan's total score was 1165 miles. The physicians representing the Minnesota Hospital College weighed the contestants after they had their final dismount that night. They weighed as follows: Schock, 137 pounds, showing a loss of four pounds during the race; Morgan, 127½ pounds, a loss of two pounds; and Armaindo, 129 pounds, being a loss of five and one-half pounds. Morgan was taken sick during the week and had to leave the track, and during his absence Schock got a good lead.

:o:

It is understood that an effort is to be made at the next meeting of the L.A.W. officers to make certain changes in the management of the League *Bulletin*.

THAT PEDAL MOUNT.

Most of us have essayed to mount an ordinary by the pedal, and most of us have failed. But it is not so terribly difficult. "To learn the pedal mount," says W. C. Goulding, "get a friend to hold the machine on the right side, place your left foot on the pedal at its lowest point, and let your assistant move the machine forward so as to lift you up into the saddle. After getting used to this operation, you are soon able to mount by the pedal without aid." F. Wale thinks the safest plan is to "Commence by running the bicycle along, and when the left pedal is *up* place your foot upon it, and, springing upwards with your right foot, try and stand upright upon the pedal during its descent. As it commences to rise you will have to jump off, but with a little practice you will be able to stand on the pedal during one or two revolutions. As the pedal rises bear as much of your weight upon the handles as possible, so as not to stop the machine by checking the pedal too much. Having learnt to stand on the pedal with confidence, all you have to do is to throw your right leg over the saddle as the pedal rises. It is best to get some one to hold the machine when you try to mount for the first time, or you will be likely to dive over the handles. In running the machine along preparatory to mounting you must hold it by the left handle, with your right hand on the back of the saddle, and as you jump shift it to grasp the handle."—*Bi. News.*

:o:

TRADE NOTE.

In 1879, the first importation of bicycles into Canada was made by Wm. Payne, of London, who has been continuously engaged in this business for the last eight years, every year showing an increase in their sale and an improvement in their make. A great difference can be noticed between the old No. 2 Challenge first brought out by Mr. Payne and the present improved styles which he has in stock. For the first two years the difficulty in selling was very great, owing to the objections raised against the practicability of bicycling in Canada; but the bicycles which were sold spoke for themselves, and now hundreds of Challenges are in use, and have proved entirely satisfactory. The most skeptical of former days have become the most enthusiastic. P. E. Doolittle, now Dr. Doolittle, of Toronto, in 1880 and 1881 surprised large numbers of people by his beautiful fancy riding, and also by the speed he attained on the machine. He has taken thirty first prizes in gold and silver medals and cups, while riding the Challenge. Mr. Payne informs us that the last season was more favorable for selling a superior class of machines than any previous one—a fact which shows (if eight years will show anything) that bicycling has been a success in Canada. The 'Xtraordinary Challenge has done an excellent work in securing a class of wheelmen who will protect the interest and advance the dignity of the rider. Over $4,000 worth of machines will be in stock early, most of these being 'Extraordinary Challenges. These machines are obtaining a great sale, and are really the only large wheel safety now made.

THOMAS STEVENS' PLANS.

The Editor of *Outing* has received the following ing communication from the returned wheelman, which will explain to his friends his movements after reaching Chicago:

San Francisco, Jan. 18, 1887.

I shall leave here Jan. 22, travelling east *via* Portland, St. Paul and Minneapolis to Chicago. Upon my arrival at Chicago, I want everybody to consider me as blotted out of existence for the brief space of a week, whilst I scurry off down into the backwoods of Missouri to pay my respects to a certain old lady who has shed silent tears on the pages of the *Outing* magazine as she has read there of dangers and difficulties about my path, and who has prayed as regularly for my safe return as ever faithful Musselman prostrates himself towards Mecca. After that, I shall take pleasure in endeavoring to show my great appreciation of the kindly welcome I hear awaits me at the hands of my fellow-wheelmen.

Fraternally and sincerely yours,

(Signed) THOMAS STEVENS.

:o:

Messrs De Tar and Hall, of the Kansas city wheelmen, recently, while riding on their bicycles through the streets of that city, scared a horse attached to a carriage in which two doctors were riding. The horse ran away and the doctors were thrown out, one of them being dragged a few yards, injuring him to a slight degree. The buggy was completely demolished, and the doctors state their damages at $500, and, though the accident was unavoidable, promised to enter suit. The wheelmen did all in their power to render assistance, but at the last writing the matter seems likely to go into court.

:o:

A certain parson is very much opposed to tandem riding. He said, recently, to a young lady of the congregation:

"Are you one of those giddy young girls to whom tandem riding is a heavenly pastime?"

"No; I don't think tandem riding is perfectly heavenly."

"Ah, that's right."

"Tandem riding is not perfectly heavenly," continued the young lady, "for you see it comes to an end too soon, but it is very much like heaven while it lasts."

:o:

Mr. Alex. Caven, jr., of Stratford, a member of the C.W.A., now in San Francisco, California, sends us a clipping from the *Chronicle* of that city of Dec. 18, containing an account of a run participated in by 120 of the Bay City wheelmen in honor of Thomas Stevens, who accompanied them.

VICK'S FLORAL GUIDE.

Lovers of the beautiful in art and floriculture have in store a rich treat in the perusal of *Vick's Floral Guide* for the year 1887. Each succeeding year brings great improvement in this popular annual, and the present edition is far in advance of previous issues in beauty of exterior, number and elegance of floral and vegetable illustrations, and the large variety of subjects thoroughly and practically treated. The volume opens with a series of practical articles of great service to both amateur and professional gardeners, is followed by faithful illustrations showing the interior of the immense Seed House, and then by engravings of all the leading and rare varieties of flowers and vegetables, with directions for their culture.

THOMAS STEVENS.

The following is from the Shanghai *Courier* of November 18:

Kiukiang, 14th Nov., 1886.

This morning a very much travel-stained, unwashed, unshaved, unshorn, unfed, slipshod, and altogether disreputable-looking specimen of the genius Fan Kwae (foreign devil) appeared mysteriously upon our Bund. He bestrode a queer-looking vehicle that the celestials of the middle kingdom had never seen the like of before; consequently a numerous and highly-demonstrative crowd of these most inquisitive of mortals brought up the rear, until they themselves were suddenly brought up at the gate of the English consulate. I need hardly add that the cause of all this commotion was Mr. Thomas Stevens on his famous Columbia bicycle, who had arrived after one of the most trying and eventful of his tours, some two weeks later than he had expected. In an interview I had with him, he gave me the following account of his journey:

"Starting from Canton on 13th October, I had expected to reach Kiukiang inside of twenty days; but calculations based on my experience in other countries failed me entirely in China. I found it a totally different country from any of the others I have traversed, both as regards roads, people, accommodation, and experience generally. It would be little exaggeration to say that the only roads in south China (the north may be a little different) are the rivers, and no exaggeration whatever to say that the only proper way to travel is with a boat, in which one can live as in a house. Strictly speaking, there are no roads at all, as we understand the term: only narrow footpaths leading here, there, and everywhere, and yet nowhere in particular; an intricate maze of tracks about the rice-fields in which a stranger finds himself hopelessly bewildered to commence with, and invariably lost at last. The first day out from Canton, after travelling I should think thirty miles, I found myself in a village about thirteen miles out. Neither are these pathways of that asphalt-like smoothness of surface for which an experienced cycler naturally yearns, who sees the pleasant autumn weather gradually gliding past, and the distance ahead still great. On the contrary, boulders and rough slabs of stone, once laid level, but now more often sloping at angles that render them precarious footing for anything but a goat or a barefooted Chinaman, are the chief characteristics. In addition to this, they are often not more than two feet wide, and often rise several feet above the waving paddy, so that traversing them is a feat really equal to the performance of walking on a wall. Under these circumstances, a person frequently thinks of swapping his bicycle for a 'pariah yaller,' and riddling the purp with bullets. I persevered for four days, hoping the roads would improve, at the end of which time I arrived in a country where there were no paths, no paddy fields —only the Pe-Kang river, and the rocky mountains sloping to the water's edge. A sampan would take me down stream and back to Canton in three days. Ah! but the good people at home (some of them) would say, 'Pooh! he was afraid to go through; the badness of the roads is only a convenient excuse.' As it would never do to give the good people at home the opportunity of thinking this, I concluded to go through to Kiukiang and Shanghai the best way possible. Four days' poling, rowing and towing on a little sampan to Chao-choo-foo, and four more with coolies carrying the bicycle, brought me over the Meeling Pass and into the province of Kiang-tse. Striking the headwaters of the Kankiang river at Nanhung, I might have come down stream all the way to the Poyang Hoo. I found the paths in Kiang-tse, however, quite an improvement on those of Quangtung, and bicycled my way down to Kin-gan-foo. So far, I had got along without serious trouble with the people. Kan-tchou-foo, I had been told, was a risky city to visit; but I trundled the bicycle through it, from one end to the other, in the middle of a surging, shouting crowd, and, beyond getting my helmet knocked off a few times, was offered no indignities. Ta-ho was the first city where the authorities saw fit to favor me with an escort. They sent a couple of soldiers with me to Kin-gan-foo. They evidently knew what they were about, for I should have fared badly had I reached Kin-gan-foo alone, not knowing the direct route to the Yamen. The soldiers betrayed anxiety as we approached the city: the mob collected, and, while yet several hundred yards from the Yamen, the stones began to come, and wild yells for the Fan Kwae rent the air. Missiles that would have knocked me senseless had I been wearing an ordinary hat, only made dents in the big pith solar topee I had worn through India, and which effectually protected my head and shoulders. I escaped into the Yamen with but a few trifling bruises, and one spoke broke out of the bicycle, but one of the soldiers got badly hurt on the arm—probably a fractured bone. The soldiers warned them that I was armed, and until we reached the outer Yamen gate they confined themselves to yelling and throwing stones; several then rushed forward and seized the bicycle, but the officials came to the rescue and hurried me off to the Che-hsien's office. It was pandemonium broke loose around the Yamen gates all the evening, the mob howling for the 'foreign devil,' the shouts of the soldiers keeping them at bay, and the officials loudly expostulating and haranguing them from time to time, as the din seemed to be increasing. Proclamations were sent out by the Che-hsien, and, toward midnight, the mob had finally dispersed. I was then placed aboard a sampan, and, with a guard of six soldiers, spirited off down stream. After this, the authorities never allowed me to travel by bicycle, but passed me on down stream by boat from town to town, under guard, until we reach Wu-ching on the Poyang Hoo, when by much persuasion, I obtained permission to take a short cut across the country to Kiukiang, but still with an escort."

Mr. Stevens, after seeing the British consul at Kiukiang, took passage in the steamer Peking, and arrived here this forenoon.

———:o:———

The following appropriate verse for the coming cycling season is from the *Pope Calendar:*

Then tread away, my gallant boys,
And make the axle fly;
Why should not wheels go round about
Like planets in the sky?

OLIVER WENDELL HOLMES.

SAVED BY A VOICE.

The following is an extract from the diary of an intimate friend of mine, now deceased. It contains an account of an occurrence so remarkable, that I feel no apology is required for introducing it to my readers. Neither do I violate any confidence in so doing. There is no longer any one whose susceptibilites can be wounded, or in whom painful memories can be awakened, by the perusal of these lines. The chief actor, if I may use the expression, has now been dead for years, and the family of the other person, to be hereafter referred to, has been resident for about the same length of time in another hemisphere, where it is extremely improbable (but yet possible) that a copy of the annual containing the relation of this strange experience should ever meet their eyes.

As regards the occurrence itself, it is not my intention to offer any theory of my own. Some who read these lines will see in it a confirmation of the beautiful and consoling dream, that the spirits of those we have loved and lost are sometimes permitted to watch over the dear ones they have loved on earth; while others will take a prosaic, and so-called scientific, view of the matter, and will talk of "reflex action," "unconscious cerebration," etc., until they lose all sight of the golden sunshine of poetry, in the dreary fog of materialism. As to which hold the more accurate view, there may be a difference of opinion—as to which holds the happier and more elevating, one! I will only say that the occurrence evidently made a deep impression on my friend's own mind. His own opinion on the matter is obvious, from what he has written; while that he felt it to be too sacred a subject for discussion even with his dearest friend, is made evident from the fact that my first intimation of his having had such an experience was from the perusal of the entry dated 13th August, 187–, when his diary came into my hands.

Before I proceed to give the extract, it is perhaps necessary that I should supply a brief sketch of my friend's history, so far as it relates to the matter in hand, and thus enable my readers to enter into the subject with a fuller sympathy and comprehension than they would be able otherwise to do.

Herbert F——, known to his intimates as "Bertie," was a man about twenty-five years of age at the time this entry in the diary was made. He possessed a moderate competence of his own, was devoted to athletic pursuits in general, and was an enthusiastic wheelman in particular. He had gone in for racing with marked success, and at this period of his career was beginning to be looked upon as a "coming man" and one almost certain to develop into a champion.

He had been engaged to a very beautiful girl, to whom he was passionately attached, and who returned his affection with equal ardor. The termination of their brief dream of happiness was singularly tragic.

My friend was unexpectedly called to Paris on business of an urgent nature, which he expected to detain him about ten days. On the night previous to his departure he bade farewell as usual to his *fiancee*, who appeared more depressed at their separation than the brief nature of its duration seemed to warrant. All his efforts to cheer her drooping spirits were in vain—she could only cling to him, and exclaim, "Suppose we never see each other again!" and so, with tears on her part, and a tender smile at her fears, and an assurance that ten days at the utmost would see them together again on his, they parted.

Three days later she was found dead, with an unfinished letter to her lover before her, her hand still grasping the pen with which she had been inditing loving words to him she was never to see again! Unsuspected heart disease, the doctors said.

My friend was for a time utterly prostrated at the appalling suddenness of the blow. Then his strong, healthy nature asserted itself; he resumed his former pursuits with all his accustomed ardor, and to the superficial observer he seemed at the period (nearly three years from the date of his loved one's death), when he met with the strange

experience which he records, to have entirely recovered his former happy, light-hearted disposition. He never spoke of his loss to mere acquaintances, and but rarely even to me; but I, who had proven the faithful, loving nature of the man, and had been a witness of the true and tender affection subsisting between the lovers, knew well that she whom he had so early lost was seldom or never absent from his thoughts.

And now for the entry dealing with the occurrence which suggests the title of this narrative. I give it exactly as it stands written in my dead friend's hand.

. . . . . .

13 August, 187–.—To-night a strange thing has happened to me. I know not what to think; but about the reality of what took place there can be no question, and I am as certain as I am that I am now writing this, that to-night I heard my darling's voice calling to me, and was thereby saved from an accident that might, who knows, have proved a fatal one! Can it be that my own lost Alice still watches over me, and that she who is ever present in my thoughts was for once permitted to speak to me through the darkness which separates us, and once more, though death divides us, prove her loving care for my welfare?

Let me set down, as well as my beating heart and bewildered brain will allow me, the record to-night—though, indeed, no memorial is needed to remind me of what will ever be treasured in my heart.

This evening I rode over to W—— on my new "Salvo," and called on Tom D——. While there, three other men came in, and after supper we all sat down to "Nap." I left them about a quarter to 1 a.m, having lost about 15s.

It was a glorious night for my homeward ride of twelve miles—fine and still, and the roads in splendid condition, while the darkness only appeared to make my lamp give a better light than usual. I therefore spun along the familiar route at a merry pace, calculated to almost beat the hour for the distance.

For the first few miles my mind was full of the occurrences of the night. What luck that beggar Tom always has! And what beastly cards I generally hold, etc.; but soon my thoughts went back to their accustomed channel when I am alone, and I was once more strolling in spirit with my lost darling through the leafy lanes, and listening to a voice I never thought to hear on earth again. I had just entered the avenue of elms which leads into the village of L——, when, apparently close at my side, I heard my name called twice. Clear and distinct, it rang out through the still night air,—"Bertie!" "Bertie!" It was my darling's voice—how should I fail to recognize it? Yes! it was hers; but the tone was one of such anxiety and distress, as, thank God, I never yet heard from her lips. Terribly agitated, I slackened up, my heart beating as if it would suffocate me. I tried to answer, but no audible sound passed my lips, and once again, from the darkness behind me, the voice cried—"Bertie!" "Bertie!" I jumped down, trembling in every limb, and leaning my machine against a tree, I ran up and down, peering through the gloom, and calling on my darling by name, though my common-sense told me it was no corporeal voice that had spoken. Nothing but the road I was on, and the bank with its high trees on either side, was to be seen, and though I cried frantically, "Alice! Speak to me! speak to me!" there was no reply; all was silent as the grave I must have waited nearly half an hour on the spot, so loth was I to leave the place where I had heard my loved one's voice; but the cry was not repeated; there was not even the sound of the night breeze stirring amongst the leaves.

Reluctantly I turned away, my mind full of wonder and amazement, for the sound had been far too real for me to cheat myself into the belief that my imagination had played me a trick Besides, I am not an imaginative man, and "nerves" are, I am thankful to say, things hitherto unknown to me. I took my machine and walked slowly on, occasionally looking back, intending to mount when I had passed the bend in the road, just ahead of me. I turned the corner, and there, to my horror, I saw dimly by the light of my lamp a huge black mass lying completely across the road. An enormous limb of one of the elms had fallen directly at right angles to the path, entirely blocking up the way. In a moment the meaning of what had happened to me flashed across my mind like a revelation. The tree was just round the bend of the road (clear on my outward journey), where I could not possibly have seen it in time to dismount; and had I not been stopped in time, in another twenty yards I should have ridden into the obstacle at full speed, with results which it made me shudder to think of. I could no longer doubt, even had I been inclined, that it was my lost one's voice which had called to me, and that it was her agency which had been permitted to save me from what might have been instant death! Full of awe at my wonderful escape, and the means by which it had been accomplished, I lifted my machine over the obstacle, and resumed my route.

Of course such a dangerous obstruction could not be left where it was to cause peril to life and limb. I therefore rode on about half a mile, to a cottage where I knew Jackson, M——'s farm manager, lived. With some difficulty I aroused him, and explained matters to him, when he promised to get at once a man and a couple of horses from the farm, and remove the danger.

In half an hour more I was safe at home, and now I am writing down, as well as my bewildered emotions will permit, the marvellous experience of this night. Oh! my lost, but unforgotten, darling! do you indeed still love me fondly and faithfully as when I held you for the last, last time, in my arms? I know now that we shall meet again in the distant, unknown land! And perhaps—who can tell?—it will not be long till then.

. . . . . .

Here ends my friend's account of what took place on this, to him, memorable 13th of August. Two months later I helped to carry him off the course, where he met with the accident which caused his death. It was the last lap of the final heat of a mile hop. A long-start man was leading, with my friend, who was at scratch, close on his hind wheel. Rounding the last corner but one, the leader fell, bringing down his friend, who was thrown with sickening violence against some railings. He was unconscious when we picked him up, but he soon rallied, and we hoped he had escaped with nothing more than a severe shaking and a few cuts; but in a little while after he was got home internal injury declared itself, and in less than a week he passed away, with his lost Alice's name on his lips, exactly on the anniversary of her sudden death, three years previously.

At his request, his diary, with a few other mementos, was given to me, "his oldest friend." And thus it was that I learnt how, on that August night, he had been so mercifully and strangely SAVED BY A VOICE.—*Wheeling.*

———:o:———

Jones.—"I see Smith has taken to riding a bicycle. What on earth is he doing that for?"

Robinson.—"Oh, a very simple reason—to prevent Mrs. Smith from going with him."—*Texas Siftings.*

FOR SALE,

50-in. Pilot Bicycle

(HALF PLATED)

THE undersigned offers for sale, for $80.00 cash, his 50-inch LONDON PILOT, which cost him, with all attachments, $130.00, and has not been ridden 1200 miles. Reason for sale, wants a "Rover Safety."

Recommendations: Ball-bearings (12 balls each bearing); indestructible tire (wire through centre of rubber); Andrews Head; Arab Cradle Spring; long-distance Saddle; handy Tool Bag (new); King of Road Hub Lamp (full plated; McDonnell Cyclometer; Luggage Carrier.

W. A. WAY,
C.C. Midland District, No. 4.

ENAMELLING!

Special Notic e to Wheelmen.

We have just laid down a large plant for the purpose of Enamelling Bicycles and Tricycles (the Harrington process), and are now in a position to Enamel a Bicycle at $5 and make it equal to new. We are the only firm in Canada that enamels through this process.

LOOK OUT FOR THE

"NEW RAPID"

In the Spring. Still further improved on for 1887.

"The Universal

CLUB NO. 3"

Cheapest Bicycle in the world. It is fitted with Ball Bearings to both wheels, Cow Horn-shaped Handle-bars, and latest improvements.

"CLUB"

SAFETY

The King of Safeties, and is the most popular Safety in Canada.

THE

"BOYS' COMET"

Cheapest Boys' Bicycle in the Dominion. No. 1, Price $30. No. 2, Price $20.

The "COMET SADDLE," simplest and cheapest. Price, $4.

Improvements in Saddle Bells, etc.

Lowest Prices for Repairs.

T. FANE & CO.,

36 Adelaide Street West,

TORONTO.

TOBOGGANS

Mocassins & Snowshoes!

The Best Assortment in Canada. Trade and Clubs Supplied.

SEND FOR CATALOGUE OF WINTER SPORTING GOODS

I have all the very latest Styles and Novelties in Winter Sporting Goods, and customers can always depend on receiving the very Latest Patterns of any goods they may order. The large stock carried enables me to fill all orders promptly.

In Toboggans I have no less than seven varieties.

In Snowshoes the variety is still greater: all shapes and sizes, from the Child's Snowshoe to the 50-inch Hunter's and the Labrador Shoes; the latter is almost circular in shape, I have the Handsomest Shoes in the trade, especially suitable for Ladies; the gut is very fine and has Indian characters painted on it.

In Mocassins the stock is most complete, comprising Laced, Buckled and Tied, and in all sizes, shapes and qualities. Our Hudson Bay Caribou Mocassin is a beautiful article.

Toboggan Slides—We have had plans and specifications drawn out and lithographed for a Small Slide for Juveniles, to cost from $10 to $15. This slide, while specially intended for children, can, by being placed on sloping ground, be made suitable for those who would wish a more extended slide. Full details, drawings and specifications for large Club Slides made to order.

Before buying a **TOBOGGAN CUSHION,** be sure and send for Catalogue containing a drawing and description of the "EUREKA PATENT TOBOGGAN CUSHION" (patented in U. S. and Canada), of which I am the maker. This cushion has so many advantages over the old style that full details cannot be given here. Once you see it you will have no other.

Telegraph and Telephone orders promptly attended to. Our store is kept open in the evening.

A. T. LANE | 1421 St. Catherine Street, nr. Windsor Hotel (Telephone 331), | **MONTREAL**

From Manitoba to the Gulf of Mexico,

from Eastport to the Golden Gate,

the Majority of Wheelmen

RIDE COLUMBIAS.

THESE ARE OUR WITNESSES.

Nine years of hard service upon every grade of American road has not worn out a Columbia.

THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

THE WISE WHEELMAN

rides a Columbia ; the unwise is getting wisdom and a Columbia.

POPE MANUFACTURING COMP'Y,

79 FRANKLIN STREET, BOSTON.

BRANCH HOUSES: 12 Warren Street, NEW YORK; 291 Wabash Avenue, CHICAGO.

Buffalo Home Trainer.

Price $35.00

IMPORTER OF

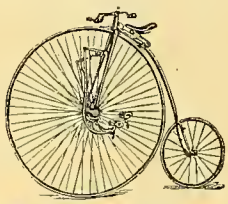
COLUMBIA BICYCLES AND TRICYCLES

Buffalo Home Trainer & American Sundries.

CATALOGUES ON APPLICATION.

NEIL CAMPBELL

NIAGARA FALLS, ONTARIO. **NIAGARA FALLS, NEW YORK.**



WM. PAYNE

Is now making extensive preparations for next season's business, extending warerooms, and increasing stock.

A Forge for Braizing and Plant for Enamelling

is now placed in a new building for repairing all styles of machines.

THE DEMAND FOR THE

XTRAORDINARY CHALLENGE

for '86, surpassed all calculations. Without a doubt it is

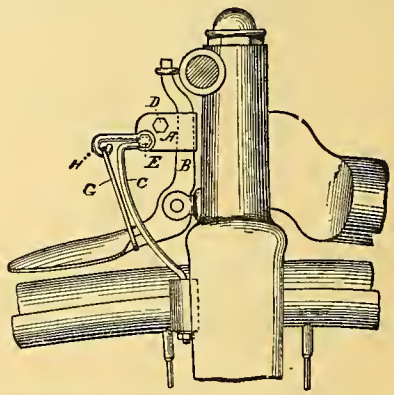
THE COMING BICYCLE!

See my latest Testimonials.

WM. PAYNE

London, - Ontario.

Foote's Anti-Header !



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the headers. Steadies the Bicycle. Makes pedal mount easy.

$1.50 Post Paid.

OVERMAN WHEEL COMPANY,

BOSTON.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day Either sex, young or old. Capital not required You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. IV. LONDON, CANADA, MARCH, 1887. No. 5.

A TIP FOR YOU!

Have no opinion on Bicycles, Tricycles, Safeties, till you see the New Victors, ready soon.

1405

MILES IN 142 HOURS!

RIDDEN BY ALBERT SCHOCK,

On a Victor Bicycle, at Minneapolis, Minn., in competition with most of the great American Professionals.

Mr. SCHOCK writes:—"I am pleased with the VICTOR in every respect. I soon found it a vast improvement on all other wheels ridden by me."

VICTOR WHEELS ARE BUILT TO RIDE. BICYCLES, TRICYCLES, SAFETIES.

CATALOGUE FREE.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE, - BOSTON, MASS.

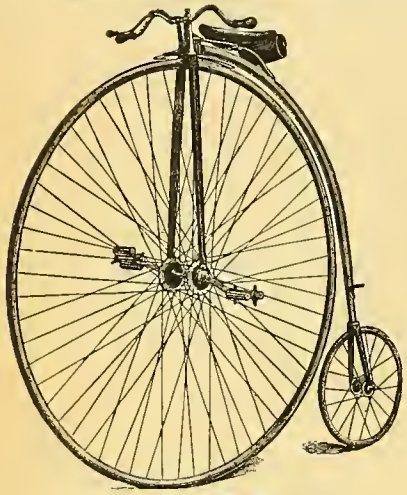
THE RUDGE

KEEPS PACE WITH *THE MARCH* OF CIVILIZATION!

IMPORTANT NEWS FROM

CHAS. ROBINSON & CO.,

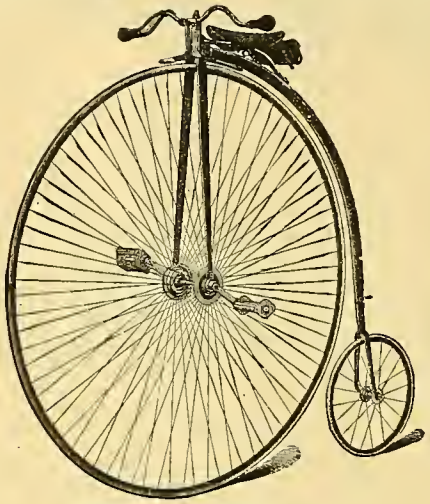
OF 22 CHURCH ST., TORONTO.



THE RUDGE No. 1.

(Light Roadster.)

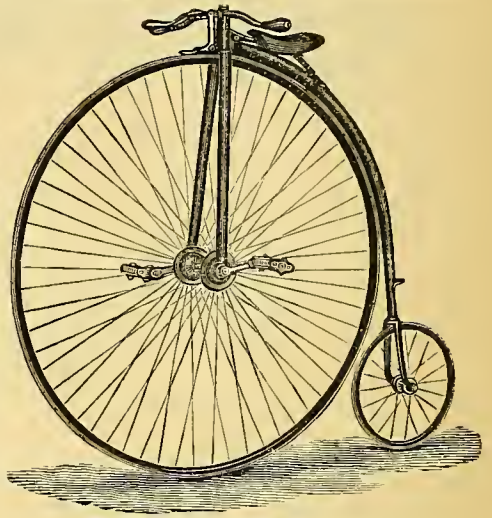
This machine represents the acme of excellence in bicycling manufacture, as hundreds of Canadian wheelmen can testify. For 1887 the Standard Pattern, at $115, will have Spade Handles (or Horn Handles if preferred); Square Pedal Rubbers; Full Front Forks; Rudges' unequalled Ball Bearings to both wheels; Single Tangent Spokes; Lillibridge Saddle & Spring combined, or English Long-distance Saddle, &c., &c., or for $5 extra Ball-bearing Head and detachable Handle-bar will be added. The Rudge No. 1 has no superior, and we claim it to be the BEST Bicycle made.



THE RUDGE No 2.

(Canadian Rudge.)

The above wheel gives splendid value for the money; in fact, it is a high-price machine at a low price, and is guaranteed to be thoroughly reliable. Some of the oldest and most expert wheelmen in Canada are mounted on "No. 2's" and they invariably speak highly of it. The result has been that its sale has greatly increased from year to year. It has the Rudge Ball Bearings to both wheels; Nickelled Cowhorn Handle-bar; U Rim; long distance Saddle, &c. Its price is only $85.



THE RUDGE No. 3.

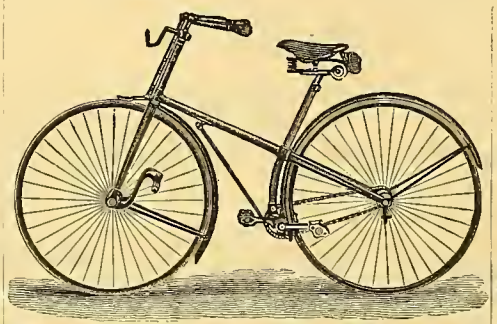
(A New Wheel.)

Here is a bicycle that is sure to be very popular with those whose means will not enable them to buy one of the higher-priced grades. It is fitted with the Rudge Ball Bearings to the front wheel; Hollow front Forks and Backbone; Drop Handle-bar; English Suspension Saddle; Cradle Spring; U Rim, &c. The New York *Wheel* says in a recent issue: "It is a remarkably good wheel." We have decided to put its price at the low sum of $60 Orders should be placed at once for early Spring delivery.

THE RUDGE SAFETY.

We have sold a large number of this popular machine, and anticipate a much larger sale in '87. It has been still further improved and perfected by New Double Bearings at the foot of the crank extension, and by the Abingdon Chain, which is noiseless and stretchless The Rudge Safety is a wheel for everyday practical use. Price $115.

SEASON 1887.



THE RUDGE BICYCLETTE.

Rudge & Co. have added a number of important improvements to this make for the coming season, so that, according to an English writer, "It has now reached a high state of perfection." We claim that it is the best of its type, and is perfectly safe, easily mounted and *very fast*. Howell, the champion, will use one in his races. Price reduced from $120 to $115.

THE RUDGE HUMBER TANDEM.

The Rudge Humber Tandem is the best Tricycle made, price $200.

We also handle the Rudge Royal Crescent Tricycle at $150.

The Boy's Ideal Bicycle at from $32 to $46.

Boy's Velocipedes, $6, $8 and $10.

SEND 3 CENT STAMP FOR OUR NEW ILLUSTRATED CATALOGUE.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

LONDON, MARCH, 1887.

THE LONDON A.A.A.

In all probability London will be the next city in Canada that will be able to boast of an Amateur Athletic Association. Although the matter has been agitated for some time past, it has at last been recognized by London's influential men that such an organization was greatly needed, and they, in conjunction with a large number of young men who take a deep interest in athletic sports, held their first meeting on Friday, 25th February, and elected officers. Suitable grounds are to be secured as soon as possible, and it is the intention to have the sports entered into as soon as the season opens. It is needless to say that such an organization will be the means of bringing London once more into prominence as a great cycling centre, as a first-class track is to be laid, and the pioneer club, the Forest City, will boom once more in good style.

:o:

EDITORIAL NOTES.

Whether the meet for 1887 be held in Brantford, Toronto or Woodstock, it is certain to be successful, all three of the places mentioned being situated near the centre of wheeling activity in the Dominion.

It is near the time when the clubs must be awakening, and we trust that one of their first acts, after they have fully stretched themselves and rubbed the sleep out of their eyes, will be to renew their membership in the C.W.A.

:o:

THE BICYCLE IN WAR.

Now that the balloon has received a definite status in the British army, it is not unlikely the War Office will turn its attention to the claims of the bicycle. Regularly organized bicycle corps are attached to the French army, and in recent manœuvres have done all such work as the carrying of orders and despatches, and did it with more speed and punctuality than mounted troopers. In some cases bicyclists have accomplished journeys of 50 and 60 miles a day for six or eight days in succession. At this rate a bicyclist is not only more efficient than a horseman, but cheaper; for a bicycle costs originally less than half the cost of a cavalry horse, wears as long, is far less expensive to keep, and is much less likely to be put *hors de combat* by a stray bullet.

THE L.A.W. MEET.

It was definitely decided at the recent officers' meeting that the next meet of the League of American Wheelmen will be held at St. Louis. The wheelmen of that western city are famous for their hospitality, and those who attend the meet may feel assured that the entertainment will be second to no previous meet. Following is the programme as now outlined:

First Day, Friday, May 20.—9 A.M., board of officers' meeting; 11 A.M., general business meeting; 4 P.M., leave on steamer down Mississippi River to Montesano, at which resort take supper; after supper, re-embark for trip further down the river. Steamer is provided with a large ballroom, and night will be spent on board. Grand League ball. Return to St. Louis before morning.

Second Day, Saturday, May 21.—Parade at 10.30 A.M.; wheel to Forest Park and other resorts; after dinner, League races; afternoon, tour to St. Louis resorts; banquet, 7 P.M.; leave St. Louis at 12 midnight on special steamer, arriving in the morning at Clarksville; leave at 10.30 for tour of twenty miles over the famous Clarksville belt road, returning to St. Louis in the evening by steamer or rail. Next day, road race over Clarksville road; dinner, and return to St. Louis.

:o:

REX'S MUSINGS.

If I want to commence where I left off in my last letter, it will be to write about who and what I saw at the Montreal Carnival. The Boston Bicycle Club, with E. C. Hodges at the head, were there in their private car, the "David Garrick," in which they lived during their stay in Montreal. It is needless to say that they enjoyed themselves to the utmost extent, if appearances count for anything. Mr. A. T. Lane had the party in hand, showing them winter sports.

* * *

"It's a cold day when he gets left" is a very poor maxim to apply to friend Lane, for it seems to be the opposite, that is, "It's a cold day when he gets ahead." He was right along when all the sport was going on, and was one of the noble troop of snowshoers to storm the ice palace. No one could have done more towards helping visitors to enjoy themselves than "Tommy" Lane.

* * *

Among the visitors at Montreal was Mr. E. P. Baird, the noted bicycle racer, and one of the Baird Bros. who owned and published the *Cyclist and Athlete* when it figured as the L.A.W. organ. Mr. Baird is to take up his residence in Montreal—for a while, at least.

* * *

No doubt everyone is anxiously awaiting to hear the result of the annual spring Board meeting, and know where we are to enjoy the annual meet of '87. It is rumored that in the event of the city that makes the bid for it not being provided with a good, fast racing track, a great number of wheelmen are desirous of giving the annual meet to Woodstock again, as we would be assured of having good racing. Time will tell.

Feb. 24, 1887. "REX."

:o:

The famous Sir Chas. Dilke is re-elected president of the Chelsea Bicycle Club of London.

THOMAS STEVENS ON ROADS.

Thomas Stevens has been warmly received in New York. At a dinner given him by the Citizens' Club he thus held forth: "The Alkali flats in the great American desert offer as good wheeling as the sand-papered roads about Boston, while the fertile lands of Iowa at the time of year in which I reached them were churned into an almost impassable state. In Ohio, where politics is the staple article of food, I met a gentleman from New York, and we there fell into the hands of a wily politician, who steered us into his political meeting, and before we knew it had us posing before his constituents as 'gentlemen who had ridden from the extremes of the continent to witness the success of the cause.' In England the horses pay no attention to a bicycle, but in France the horses became restive before the machine. There is in France, however, no specimen of what is known as the great American road hog. The French driver, instead of shouting, 'Get out of the road with that thing,' takes off his hat and apologizes for the stupidity of his horse. General Boulanger is justly proud of his artillery, but I found that one American wheelman could throw an entire French battery into fusion. In case of foreign invasion, the Citizens' Club would doubtless do great execution. About the only difference between French and German roads is that the former are swept once a day, the latter once a week. In Turkey the people kissed my feet to get me to ride for them. In Persia every other man offered to buy my machine, and wanted me to ride and show them how the thing worked. Thus the Yankee-like Persian differed from the straightforward Turk. In India I found 1,600 miles of the best road in the world, built by the English Government and called the 'Grand Trunk.' In China the bicycle was only an incumbrance. There are no roads in China. The rivers are the only highways. In one city the mob stoned me. Finally, by many relays of soldiers, I was handed over to the English consul and took the steamer for Japan. The roads in that country are excellent."

:o:

RIDING ON THE ICE.

A correspondent sends us the following: "Noticing your remarks in *The Cyclist re* riding a tandem on the ice, I thought it might prove interesting to know how a 'Rover' behaves on the ice. As I have no step, I found it no easy matter to mount by the pedal. Then I found that the theory does not hold good that india-rubber does not slip on ice, for I can assure you that it does. I found that if I was not extremely careful a side slip was a certainty, which is no joke. On several occasions I came down as I sat, and had no time to partially dismount; but it was by no means a success. Like yourself, I was surprised that it was not much easier work than a fairly good road. As to comparative speeds of skaters and machines, I was nowhere with our fastest skaters, but our best men are fast—such as a straight half mile in 1m. 20s., so you may judge I was no use."—*The Cyclist.*

:o:

The attention of readers of THE WHEELMAN is directed to the advertisement of Messrs. Goold & Knowles in another column.

TORONTO TITBITS.

THE TORONTO CLUB ELECTION.

The annual meeting for the election of officers brought out the members of the T. B. C. in full force. Their popular president, Mr. A. F. Webster, occupied the chair. Mr. Webster resigned as president, and Harry Ryrie, C. Langley, F. Yeigh, R. T. Blachford and Dr. P. E. Doolittle were nominated for the office, the election for which will take place at the next meeting. The balloting for the other officers resulted as follows: Vice-President, R. T. Blachford (re-elected); Secretary, A. S. Bowers (re-elected); Treasurer, W. H. West; Statistical Sec., W. Robins; Captain, W. H. Cox (re-elected); 1st Lieutenant, F. J. Brimer; 2nd do., C. F. Lavender; 3rd do., W. H. Thomas; Bugler, F. Burden. Committee of Management: F. Yeigh, H. Ryrie, E. E. Horton and C. Langley; Surgeon, Dr. P. E. Doolittle.

HURST IN ENGLAND.

The *Cyclist* says: "Harry Etherington deserves the thanks of the lovers of trick-riding for getting Hurst, the Canadian, added to the performers at the recent Stanley Show. Hurst is one of the cleverest riders of the ordinary machine we have seen, and his show was much appreciated. Mr. Etherington guaranteed him £5, and that sum has been made up by subscriptions from exhibitors." Hurst is expected to return to Toronto soon, when his club, the Wanderers, will, no doubt, "recept" him.

THE TORONTO CLUB SOCIAL.

The T. B. C. boys enjoyed a pleasant social evening at their elegant rooms on Wilton Ave., on the 28th of January. An interesting programme of songs, glees and cycling experiences by members of the club and others, was contributed. It is likely that similar gatherings will be held in the future.

THE BIG FOUR TOUR.

George Orr has a letter in *The Wheel* in reference to the Big Four tours, in which he suggests that two contingents be formed of future parties—a fast one and a slow one, the former to wait each evening until the rear column advances. The first can enjoy fast riding; the second such of nature's beauty consistent with slow pedalling.

STEVENS INVITED.

Before leaving Chicago, Stevens was invited by telegraph to stop over an evening in Toronto and be banquetted by the combined clubs. His engagements, however, prevented him accepting at the present time. He writes me from New York, under date of Feb. 14th:

"I am very sorry to say that it is impossible for me to come to Toronto at present, or to fix any time in the future when I shall be there. It is entirely problematical. I appreciate very highly, though, your good intentions, and you may consider me with you in spirit, even when not there in the flesh.—Sincerely, T. STEVENS."

Should he be able to come at some future time, he will no doubt be accorded a brilliant reception.

SOME TOURS.

Bert Brown and Harry Grenfell intend taking a wheel tour through the States as early in the spring as the weather will admit. They will likely skirt the shores of Lake Erie. Bert is mounted on a Star, the only one, I believe, in Toronto. A party of Philadelphia wheelmen will take in Toronto on a wheel journey next summer also. I hope to wheel to Yorkville inside the twenty-four hours, and thus beat the record (of a policeman!).

EX-PRESIDENT WEBSTER.

The Torontos are lamenting the retirement of President Webster from the office which he has held for several terms. Mr. Webster combines the qualities of being a high-minded, level-headed, public-spirited gentleman, in the fullest sense of the latter word, with that of an enthusiastic wheelman, and nature, Providence and the T. B. C. members intended him to be their president for years to come; but business and private responsibilities have compelled him to resign. All his club friends hope to see him back again in harness; and that leads me to remark that that dread leveller of humanity,

MATRIMONY,

is causing sad havoc in the ranks of the T. B. C. The ex-President above referred to is "on the list;" so is ex-Treasurer Lawson and ex-Vice-President Lailey and ex-Lieutenant Tubby, and many others. Where will the infection end? Already there are dark rumors of other noble leaders of the Wilton Avenue band capitulating, and, if in order, I would respectfully move that a "Club Minister" be appointed to deal with any widespread outbreak. I wonder when Cupe's lightning will strike PETE?

———:o:———

A LETTER NOT INTENDED FOR THE PUBLIC EYE.

The following extract taken from a letter written to Mr. J. H. Shurman, of Lynn, by Mr. A. L. Atkins, explaining why Rowe wanted to join the Springfield Club, has now become public property. It shows how very careful a man should be not to put anything in black and white that he does not care to be brought up against him. Speaking of the assistance needed by Rowe, Atkins says he does not want money,—

"But what he does need is the assistance of the management of the Springfield races, so that they can manipulate the racing so that the whole gang of racers won't be able to get at Will at once; so that if there are heats to be run off he won't be placed so he will have to run Furnivall and English and Webber in his heat, and then have to race them over again in the final, but the management will fix it so he has a snap in his heat, and so save his strength for the final. There are a hundred other ways that the management will (and have agreed beforehand) help him. The Englishmen all get these favors, and so stand a better chance than our Americans do. Why should not Will be allowed to stand on an even footing with them? I have been connected with three tournaments at Springfield and one at Boston, and know that a rider who stands in with the management is o.k. in his races. I joined the Springfield Club at the same time—what for, do you suppose? for same reason that Will does, so as to play them for suckers during the tournament. Will comes here in May next, to stay and train until fall. He must be friends with all the boys here in order to use them during the tournament. As you know, Will does not race entirely for glory, and under his changed circumstances he has to do a little different than he formerly did. He is very much hurt at your unjust criticism of his actions. If you make a track at Lynn, Will will race on it just the same, if he does belong to a Springfield Club. Why don't your men kick because Will is a Thorndike man? I repeat, he cares nothing for the Springfield Club, except to make use of them in his racing at their tournaments,—play them for suckers. Of course, we do not care to have them know our reasons for joining, but make them think we are Springfield men, because if they knew our real reason for joining, I am rather afraid they would not want us. You boys are too touchy about Will; he is a Lynn cycle man, clear through to his backbone, and your unjust suspicions about him, which you men have showed several times during the season, have hurt him more than you know. Why can't you trust him as he trusts you, and let him act for what is his best interest. He won't do anything that you will be sorry for. A. L. ATKINS."

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TRADE NOTES.

We would advise our readers to send a 3-cent stamp to Messrs. Charles Robinson & Co., 22 Church street, Toronto, for a copy of their new illustrated catalogue.

The St. George's Engineering Company issue a guarantee with all their machines. In considering the value of such a thing, it will be well to remember that the St. George's Engineering Company, although not a limited liability company, is perhaps the richest firm in the trade, the proprietors being worth half a million pounds stg.—*The Cyclist.*

Messrs. Charles Robinson & Co., 22 Church street, Toronto, have been appointed sole Canadian agents for the Lillibridge Saddle and Spring; the Harrison Double and Single Alarms; Loudon's Cement, and Iliffe and Sturmey's cycling publications.

The first edition of the tenth annual catalogue of the Pope Mfg. Co. is ready for delivery. It is a convenient pamphlet of fifty pages, containing illustrated descriptions of the machines made by this company for the season of 1887, viz.: the Expert, the Light Roadster, the Standard-the Safety, the Semi-Roadster, and the Racing Columbia Bicycles; and the Two-Track, the Ladies' Two-Track, the Tandem, and the Racing Columbia Tricycles; and the description of the numerous cycle sundries, altogether requiring the use of forty-eight finely-engraved woodcuts. The presswork is clear and perfect, and the catalogue is by far the most comprehensive in the cycle line of trade. Catalogue sent free on application.

The exhibit of Rudge & Co. at the recent Stanley Show was the most attractive of them all, their new No. 3, the improved Bicyclette, and the Royal Crescent Tricycle being among their many new features. Chas. Robinson & Co., of 22 Church street, Toronto, are their Canadian agents.

In another page will be noticed a fine engraving of the world-renowned "New Rapid," which has so quickly come to the front, and is, without doubt, one of the strongest and best-constructed wheels made. We are informed that the orders for these wheels are something enormous. However, the St. George's Engineering Co. are equal to the occasion, they being the richest firm in the trade, and having every facility for turning out wheels in large quantities. T. Fane & Co. were very wise to secure the sole agency for such a fine wheel. Their (T. F. & Co.'s) trade being so much increased, they are compelled to move into larger premises, and are advertising a large clearance sale of new and second-hand wheels, to take place April 2nd. Wheelmen should make note of this opportunity. No doubt the wheels will go very cheap.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. Karn, Woodstock, Ont.
Vice-Pres.—Mr. J. D. Miller, Montreal, P.Q.
Sec.-Treas.—Mr. Hal. B. Donly, Simcoe, Ont.

CIRCULAR.

All Local Consuls of No. 4, Midland Division, C.W.A., are particularly requested to send in *at once* their reports of non-C.W.A. wheelmen in their consulate to the undersigned.

Do this promptly, now, boys, and oblige

Yours fraternally,

W. P. Way,

C.C. No. 4, Box 965, Belleville.

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APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

Chas. Langley, *C.C.*

Place.	Consul.	Address.
Toronto.....	W H Cox.....	Walker House*
"	C H Riggs.....	"
Newmarket..	T C Watson...	Royal (recomm'd)
Acton.....	Chas Gibbons..	....
Drayton.....	J W Powley .	....
Palmerston ..	A Knowles....	Queen's Hotel
Aurora.....	J J Ross.....	Royal Hotel
Owen Sound..	D L Harrison..	Coulson House*
Markham....	....	Franklin House

* Allows 25 % off regular rates.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. Jenkins, *C.C.*

Place.	Consul.	Hotel.
Ottawa.....	Major Walsh...	....
Cornwall.....	H Turner.....	....
Brockville.....	J W Splan.....	....

BOARD MEETING.

The annual spring meeting of the Board of Officers was held in the Walker House, Toronto, on Friday, Feb 25, there being present: President W. A. Karn, Woodstock; Secretary Donly, Simcoe; and Messrs. Gnædinger, Montreal; Way and Foster, Belleville; Langley, Orr and Ryrie, Toronto; Woodroofe, Woodstock; and Brierley, St. Thomas. The report of the Sec.-Treasurer stated that over $100 remained in the treasury after all liabilities were paid. The report of the Editor of The Canadian Wheelman, Jas. S. Brierley, showed that no funds had been drawn from the Association for the support of the paper since last June, and the prospects were that in the future it would be self-sustaining. Mr. Way proposed several important changes in the Constitution, altering the Association year from July 1st to June 30th to January 1st to December 31st. After a lengthy discussion it was deemed wiser not to entertain the proposition, although in several particulars it met hearty approval from the members present. The system of supplying cloth for Association uniforms from the Secretary's office being found clumsy and laborious, it was decided that Mr. C. Langley, of Toronto, should take charge of that department of Association work, and consequently in the future all applications for cloth should be sent to him. The Secretary will continue to supply buttons, yarn, etc. Applications for the meet for 1887 had been received from Brantford, Woodstock, and an unofficial one from Toronto. It had been supposed that Belleville also would have been an applicant, but its representatives stated that no proper accommodation for the meet could be provided by them this year. They expressed the hope that in 1888 they could ask for the meet with full confidence in their ability to make it a great success. It was decided to accept the offer of Brantford, providing certain conditions were complied with, Messrs. Karn and Donly being constituted a committee to negotiate with the members of the Brantford Club, and in the event of failure to confer with the Toronto and Woodstock Clubs.

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A JUBILEE C.W.A. TOUR.

Editor Canadian Wheelman:

Dear Sir,—I would suggest to the managing officers of the C. W. A. that they organize a C. W. A. tour over some of our Canadian roads during the Jubilee year. It would help the C.W.A.; it would introduce a number of its members to each other; and would give vent to our patriotism.

Yours truly, Snooks

———:o:———

GOOD RECORDS.

Editor Canadian Wheelman:

Dear Sir,—I enclose you a list of distances ridden by a few of the members of our club during the season of 1886. I would remark that these can all be verified from daily journals kept by themselves during the season.

	Miles:		Miles.
C. J. Wade.....	2025	F. O. Hyde.....	1200
R. McFarlane....	1645	— McBain.....	740
C. P. Smith. ...	1495	A. J. Watson....	1035
J. McFadden.....	1422		

Yours truly, Mark Wade,

Pres. Stratford B.C.

Stratford, Feb. 17, 1887.

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Editor Canadian Wheelman.

Dear Sir,—Imagine my amusement at the report in the *Mail* of Feb. 26th of the meeting of the Board of Officers of the C.W.A., and the quaintly-humorous manner in which the presence of one member was mentioned as *G. S. Gaeslinger*. Only imagine what agony this will be to the Montreal contingent; how the nickname will adhere to the unlucky Fritz; and how the M.A.A.A. rooms will ring with laughter at a name being found for the great unnamed! This name must be the return made by the Toronto men for the "*bouncing*" they suffered at the hands of the said Fritz and his band of M.A.A.A.'s, who sent the western party on their way home from the meet with the rattling cheers and "ice" lunch on Saturday, July 3rd. The *Mail's* article is something like the average newspaper portraits of prominent characters, fairly bristling with errors. The Sec.-Treasurer loses the well-known "Hal.," but gains an "e" in the surname. Friend Brierley receives a very fair position thrust upon him; and as for the Belleville delegation, their own mothers would hardly know them under the characters of J. Foster and G. Way. The boys all know that there were *two* correspondents for the said *Mail* on the board, and how these errors crept into the report will be a mystery. Tory.

Belleville, Feb. 27, 1887.

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LARGE WHEELS.

Editor Canadian Wheelman:

Dear Sir,—I noticed in a bicycle paper published on the other side a statement where a rider met a man from Canada mounted on a 96-inch wheel, at least he met him at the Falls, and the rider of the gigantic wheel said he was from Canada. Now, while most people would laugh at this as incredible, still before this I have never mentioned what I saw of this strange wheel before, and take this opportunity of writing my experience.

I am a member of the Wanderers' Club of Toronto, and one day was riding towards the city when a terrific storm suddenly arose. A flash of lightning nearly blinded me. Taking refuge in a wayside inn, I complained of bad eyesight, and the landlord advised glasses. I am not sure but what I did try more than half a dozen pair of strong ones (to keep the wet out) before I started out again after the storm abated. Riding along, I espied ahead of me a rider mounted on a terribly large wheel, which seemed to be 8 ft. high, and taking him for a stranger, I endeavored to catch up to him. Harder and faster I rode than in any of the numerous races I have tackled, but it was of no use; the strange rider kept ahead of me just the same distance.

Soon we arrived on the block-paved streets of the city, and on at the terrible pace we went. In my endeavors, by shouting and pointing ahead, to attract the pedestrians' attention, I only observed that they all looked at me as if I was some extraordinary attraction, and nobody even looked at the rider ahead. Around the corner of Yonge street we went at a fearful pace, and past the club-rooms we flew, where I heard a murmur from the crowd of riders gathered outside to the effect that "—— got them again," and straight for the lake headed the mysterious rider on his wheel now as high as the housetops. I just arrived on one end of the wharf as he rolled off the other, and as I fell senseless on the pier, I perceived the big wheel and rider heading straight for the Falls.

Now, sir, what I would like to know is, Is the rider that I saw and the one seen over there the same? It is a question which I have hitherto been uncertain about, owing to my withholding till now this remarkable story. O.

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The *Scientific American* sometimes surprises us by giving description and illustration of the most impracticable and *unscientific* inventions. The latest of these is a bicycle, from the axle of which two men are suspended, and who propel (?) themselves by swinging back and forth! Will wonders and *miracles* never cease?

Wheelman Centres.

TORONTO.

THE WANDERERS.

As spring draws nearer, the prospects of the old club grow brighter and brighter. This year the membership has increased from the 35 limit of 1885 to over 60 paid-up members, and most of them good riders. A glance over last year's record of the club shows, as usual, that we head the list, and starting on our sixth season we hope to rush things in our usual style.

Last season we were represented at all the large tournaments in the States, and the record of our Fred Foster is well known to every rider in Canada. In Canadian race meets, wherever our men have competed we have brought back more than our share of the glitter. This year we will place probably more racing men "on the turf." Hurst, the world-famed fancy rider, now in England, owes his agility on the wheel to the club. When a beginner, many a member has helped him on his wheel, and the club feels proud of having turned out such a rider. On the L. A. W. tour the club was represented by Geo. Orr, and although a Canuck he was appointed captain through Virginia; also, on the other side of the line Geo. Terry made a good score.

This winter the club has sustained a club-room, which is second to none in the city, and many a pleasant evening has been spent there by visiting brethren. This year a change will probably be made in the club suit towards getting back into the old uniform. The annual meeting will be held the first Thursday in March, and as there will be a close run for officers, excitement runs high.

Although the club has had one or two losses in membership, through the forming of a new club in '84, they are now bracing up, and are welcoming back any old members. At a late meeting held, 12 members were admitted, among them two who were once old members.

Our club picture was on exhibition in the Canada department of the Colonial Exhibition, and they say that it attracted lots of attention. We have several copies of this picture left, and will part with them to decorate club-rooms at any time. In almost every club-house in the large cities of the States the picture may be seen.

Well, I suppose we will all meet at Ottawa, or wherever the meet is going this year, and you can depend on seeing a good supply of Wanderers as usual, for where the fun lies there you'll find "A WANDER'OR."

Toronto, Feb. 15, 1887.

:o:

BRANTFORD HEARD FROM

In Brantford, we are exceedingly sorry to see that, in spite of the admonition and advice of the Woodstock scribe and of the warnings of "Pete," the Toronto humorist, the various clubs have sadly fallen off in their monthly offerings to the columns of THE CANADIAN WHEELMAN. Brantford can readily be excused, as it has been snowed under for several months back, and is just now emerging from its winter hibernation. We may fairly say, however, that the backbone of winter is broken, and already the wheelmen are burnishing their wheels and longing for the spring.

Amongst the many queries which we hear repeated very often are: "Where is the meet to be held this year?" "Will it be at Brantford?" Before this is in print that question will have been answered. But if the directors of the Association think fit to bestow it upon Brantford we are not going to object, and we will also do all in our power to make the meet of 1887 a grand success, both financially and fraternally. Our track has now settled for nearly a year, and is quite ready for the final coating of cinders and rolling, for which purpose the directors have reserved $300, and when that is expended the track will be in splendid shape.

Brantford is one of the prettiest little cities in this province, and is especially well adapted for the meet, being central, and having good railway and hotel accommodation.

The outlook for the coming year in cycling seems to be much brighter than last year. We will have the new Road Book shortly, I suppose, thanks to the zeal and perseverance of the compilers, and with the roads of 1887, which will be much better in most places than last year, should give an impetus to more road-riding and touring. The Americans, the ministers and others come over here in order to get several weeks of touring each year, but when do we hear of a Canadian tour? The L. A. W. have a touring branch; why cannot the C. W. A. have one also? The writer can well remember starting about the first week in July last, with two other enthusiastic wheelmen, to try the much-talked-of sandpapered road from Hamilton to St. Catharines, which popular superstition says is freshly swept from dust every morning. The calendar informed us that it was full moon that night, so we determined to start at 8.30 and enjoy the spin by moonlight. We started with a wetty road and an uncertain light, which made headers come sure and often. We had made some eight or ten miles before the ruts gave out, as also did the light, not to give place to moonlight, but to inky darkness. About this time we struck some fresh gravel; the wheel of the leader sunk deep in it, and the little wheel revolving around the big one, his head also struck gravel with a force that nearly knocked the wind out of him. Alternately we walked and rode until we had rolled up a score of about fifty miles, when, meeting a benighted countryman, we asked him how far it was to Grimsby. He informed us 12 miles. This rather discouraged us, as it is only 25 miles in all from Grimsby to Hamilton Still we travelled on about 10 miles further, and seeing several lights in the distance, and knowing, of course, that it must be the long-wished-for, hoped-for Grimsby, we merely asked a stranger "How far it was to Grimsby?" out of idle curiosity. He told us 13 miles! One looked for his revolver, another for a club to brain the fiend, but he had vanished into the outer darkness of the night. We went about eight miles further, when we met a team. We dismounted, got on again, went 50 yards further, met another team, dismounted again, got on again, and met another team This time we dismounted and kicked ourselves to see if we were awake, or dreaming, or what. We concluded that these teams were nightmares, and so did not dismount for the next one, but the team did. It went into the ditch, and the driver got out rather hurriedly and unceremoniously over the dashboard. After having straightened his rig out for him, he informed us that there had been a big meeting at the camp ground that night, and some 5,000 people were coming home. We can certify that each of the 5,000 people had a rig, and that we passed each rig. When we arrived at Grimsby we were tired, to say the least. We have often been what we supposed was tired before, but we concluded that we had only been a little fatigued. After a good supper, although it was now past 12 o'clock, we started on the last two miles to the camp; arriving there, and finding the gate locked, we had the pleasure of lifting our machines over a ten-foot fence, with barbed wire along the top.

We then started down the sidewalk for the hotel. After walking several miles on this, we called a halt, and held a council of war to determine whether we were not walking on some sidewalk that went around the park, and if so to determine how many times we had been around the park. On a vote being called, it was decided we were on the right track if we only kept it up long enough, which we did, arriving at the Lake View House about 1.30 A.M. We told the proprietor to have us called for the 8 o'clock train, and when we awoke about 12 noon, he informed us that he had nearly battered down the door, and had thereby awakened all the guests in the house except us. After dinner, we took a stroll around the grounds to look for that unending sidewalk, but could find only some 150 yards of it.

MORAL.—Never try unknown sand-papered roads on an inky dark night until you see whether they have been freshly gravelled or not.

"C."

:o:

TO GO IT ALONE.

LEAGUE OF AMERICAN WHEELMEN WILL RECOGNIZE NO OTHER ORGANIZATION.

Secretary-Editor Bassett, of the L. A. W., has announced the result of the mail vote on Dr. Blackham's resolution, which was carried by 80 to 30, with one scattering. The resolution reads as follows:

"Whereas, the L. A. W. requires pure amateurship as a qualification for membership, and, therefore, should have full control of the question of amateurship,

"Resolved—That the L. A. W. hereby asserts its supreme and sole jurisdiction over legitimate amateur cycling athletics in the United States of America.

"Resolved—That it refuses to acknowledge any division of this jurisdiction.

"Resolved—That the racing board and membership committee be instructed to ignore any action or pretended action on the part of any other organization claiming to affect the amateur standing of any wheelman for acts done, or omitted to be done, in connection with cycling in the United States of America. Nor shall the record of such action be admitted, even as collateral evidence, in cases before the racing board or membership committee.

"Resolved—That if any wheelman has been suspended or expelled by our racing board or membership committee on account of said pretended action of any other organization, they are hereby restored to full and unblemished amateur standing."

WHEEL ETHICS.

"Tell me, O Wheelman, ere you ride away,"
I asked, "where have you been this Sabbath day?"

Then the cycler replied from his lofty perch,
With gracious mien, "I have been to church;
I have been to church, though, strange to tell,
I have heard neither parson nor tolling bell.

"'Twas a volunteer choir, and the rapturous notes
That fell on my ear, as the tiny throats
Seemed bursting with praise of the Maker's name
Thrilled with such joy I was glad that I came.

"And the air was so pure, so fresh and sweet—
Though I sat on a softly-cushioned seat—
That I never once thought of going to sleep;
Nor was the sermon too dull or deep.

"I remember the text, too, 'God is love,'—
'T was everywhere written, around me, above,
On the stately columns that rose at my side,
To the vaulted arch so blue and wide.

"Upreaching to the very Throne of Grace—
'T was a grandly solemn, sacred place,
And I almost forgot how cold and drear
Is the earth, sometimes, heaven seems so near"

Thus I hold that pure worship has no part
In the *time* or the *place*, but springs from the *heart*.

CHAS. RICHARDS DODGE.

"TO THE HOME OF THE TOBOGGAN."

"KEEP THE TRAIN A' MOVERIN."

The Boston Bicycle Club men have been to Montreal. They are sure of that, and as a proof thereof, they exhibit a single eye-glass, which now adorns the left optic of each and every one of the twenty who made up the party. The good car, "David Garrick," carried the men to and from "the home of the toboggan." It was their house while they were away. A good cook, good waiters, plenty of provender and lemonade (?) and jovial company made life on board the "Garrick" an elysium of six days' duration by the clock. The party arrived home last Sunday, at 3 P.M., over a day and a half behind the schedule time. We interviewed the gentlemen as soon as we conveniently could, and so glad were they to see us that they tried their level best to land us in the second story of the club-house, by "bouncing" us through the ceiling. After this gentle reception we endeavored to elicit some information *in re* the trip, but each and every man believing himself *the* only one who could do justice to the occasion, we found it rather hard to disentangle the details. Whether Mayor Beaugrand or the Marquis of Lorne rode down a certain "Park slide" with seven others, a distance of (estimated) from two to ten and a half miles, we could not evolve. Whether Dick Tombs did pay duty on his snowshoes, or whether the lemonade administered to the custom-house officer was so seductive to the palate of that functionary as to obscure and cloud his official conscience, "deponeth sayeth not." Who won the famous snowshoe race, and whether the winner did beat the train in a spurt of some ten miles or odd, we failed to find out. Who produced the best "imitation" of every known article from a dyspeptic frog to a Webster dictionary, bound in calf, we failed to decide (they *all* claimed that honor). One thing we did find out, and that was that more fun and enjoyment to the square second was compressed into the time they left Boston, and their return thereto, than was ever experienced by any one of them before. The Montreal men and clubs treated them royally. They were recipients of marked courtesy at the hands of the city officials. They have nothing but praise and good words to speak of their reception. Such a memorable trip, the inception and management of which is due to President Hodges, deserves a longer notice, but as justice cannot be done by devoting pages of the *World* to the subject, the historian and the artist of the party, Messrs. Donahoe and C. W. Reed, will put their impressions on paper, and that in turn will be put in type, and a special book printed and distributed among the members of the party, as a memento of the Montreal trip of 1887.—*Bicycling World.*

:o:

THE CLUB LIAR.

"Yes, it is curious," remarked the Captain, as the ginger ale bottle went around the second time, "how much a person will drink when he's on the road with a bicycle."

"Seems to me, I've heard somebody say that it wasn't healthy to drink while riding," chipped in the New Member.

"That's just what I used to think when I began riding," continued the Captain, "but I soon got over that notion. The first season I ever rode, I'd go by pump after pump and never touch a drop of water, although sometimes I'd be actually suffering for it. I don't do that way any more. Now I stop and drink just when I feel like it. Some of the drinks I've had from 'the old oaken bucket' at an old farmer's well have tasted mighty good, I tell you. It beats ginger ale all hollow."

"One of the best drinks I remember ever tasting was a pitcher of sweet milk, cool from an old spring house," remarked the Racing Man.

"Excuse me, gentlemen, for interrupting you," interposed the Club Liar, "but your talk reminds me of a little run I took last summer, and a very peculiar party who went with me. Our course lay along through the southern part of the state. My companion was about as odd a case as you would ever see. He was an old bachelor, and no maiden lady of fifty could have been more set in her ways, or more fussy and particular about little things, than he was. His personal habits were a great deal more regular than his cyclometer. He would eat at certain times, and drink at certain times,—always taking an exact quantity, no more, no less.

"He had to have a change of clothing just so often. That made it necessary for him to carry a great bundle behind his saddle and one on the head of his machine. In fact, he loaded his wheel down, till it looked like a delivery waggon. But he was the most particular man with his wheel that ever rode. It was enamelled all over, yet every time he would stop he would take a clean rag and wipe it off as carefully as though it were a silk hat, and then he would clean out the bearings with benzine and oil it all over, and if there happened to be a scratch on the tire he would cement it up. Oh! he was a little too nice to live. There was only one thing that seemed to worry him—the little country drug stores all kept such villainously strong benzine, and he hated the smell of it. So did I, for that matter. But he washed his bearings out regularly, all the same.

"About noon the second day we wheeled into an elegant little town, where the old chump was overjoyed at finding a drug store that kept the modern deodorized benzine. That made him happy. He said he hoped to be shot if he ever used any more of the glue factory brand, as he called it. I told him I hoped he would be, too, for I had smelt about enough to last me the rest of my life. It seemed that he ought to clean his bearings out enough now to last the rest of the trip, and I told him so. But he said he had a better scheme than that. He proposed to drill a small hole near the top of each fork of his machine, and fill them—they were hollow, you know—with benzine. Then he could plug up the holes, and whenever he wanted to clean his bearings, he could lay the wheel over on one side and pour the benzine out. Well, he fixed it, and we started off. The scheme worked very nicely. During the afternoon we fell in with some tourists coming up from Kentucky, and we travelled the rest of the day with them. We all stopped at the same hotel that evening, and while 'chumpy' was taking a bath, I went in to play pool with the clerk. We had just finished the first game when one of the Kentucky boys came, and, calling me aside, said excitedly, 'We've just got on to the greatest snap! It's kinder mean in us not to call you before, but we saved a little for you. It was too good to save much.' 'What do you mean?' I asked. 'Mean? why that queer old pill has got the hollow forks of his machine filled with the finest whiskey you ever tasted!'"

. . . . . .

"Now go on with your conversation, gentlemen," said the Club Liar: "sorry I interrupted you." But a gloom had fallen over the other members. They did not seem disposed to talk; finally, one by one they stole away, leaving the Club Liar alone.—*Wheelmen's Record.*

:o:

WILY.—A friend of mine, who nearly always wears knickerbockers, appeared in the street the other day in long trousers. I stopped him and asked the reason of the sudden change. "Keep it dark," he whispered, "for the sake of cycling, but I am looking for a boarding-house." "Well," said I, in amazement, "what's that got to do with your shorts?" "Just this," he answered: "you see the landlady, if she saw my knickerbockers, would say, 'He's a bicycler, and consequently has an awful appetite'—and away would go my chance of getting that room. No, I'll wait till the agreement is all made before I let her know that I tone up my digestion with a good spin."

:o:

St. Louis is now further along in her arrangements for the L.A.W. meet, in May, than the other cities have heretofore been on the 1st May. Western drive does it every time.

Wheel Tracks.

Cornelius Vanderbilt is a recent purchaser of a bicycle.

"Daisy" will contribute to the League *Bulletin* hereafter.

Sanders Sellers will race again this year. He wants to meet Furnivall.

Burley Ayers is working the transportation end of the meet with his usual energy.

Professionals, as a rule, in winter are like angels. They have nothing to wear and less to eat.

Over 75,000 wheels have been sold in the States since the appearance of the first one ten years ago.

Mr. H. E. Ducker says that he is positively "done" with cycling. He will manage no more tournaments.

The New York club will award prizes again this season to members who distinguish themselves in road work.

To say that cycling is at fever heat in the "Gate City" is putting it mild. Everybody is riding or learning to ride.

The New York Athletic Club is looking round for a first-class amateur racing man to send to England with their team of athletes.

The L. A.W. is losing its grip in Louisiana. From indications, Massachusetts will not show as large a membership for 1887 as for last year.

W. Brown, an English racing man, entered in the races in the Melbourne Bicycle Club in Australia, and before his record was discovered won over £600 in prizes.

The Orange Wanderers, of Newark, N. J., have lost one of their most earnest workers in the person of E. P. Baird, who has removed to Montreal, where he has become manager in an electric clock company.

The St. Louis Ramblers has disbanded. A committee of three was appointed for the purpose of winding up the affairs of the club, there being considerable money left in the treasurer's hands.

The number of miles ridden by the English long-distance cyclist, G. P. Mills, during 1886, was 6,430. In July his mileage was 1,187; in August, 1,382. He rode over 100 miles at a stretch sixteen times, and over 200 miles seven times.

The A.C.U. shows signs of dissolution. There seems to be a palsied, lukewarm state of things on the part of those who were its most ardent supporters. The implacable attitude of the board of L.A.W. officers at the late meeting shows that the treaty, patched up by the powers that were, is held by the flimsiest possible bonds.

Chas. E. Slick, of Johnstown, Pa., writes: "We have in this town a unicyclist who is seen every day upon the toboggan slide on one wheel. He has the advantage of the tobogganists. He rides up the steps and deliberately coasts down the slide; he therefore makes about three trips to the tobogganists' one."—*L. A. W. Bulletin.*

Mr. C. T. Guernsey will start July 1st from Buffalo, N.Y., to ride to Macon, Ga. The distance is 1,200 miles, and he hopes to cover it in 22 days. He will remain in Macon about five weeks. He requests that information be sent to him regarding route, quality of roads, hotels, etc. He will go first to Cleveland, then to Cincinnati, Chattanooga, Memphis, Atlanta, to Macon.

A bicycle handle has been patented by Mr. Robert Rodes, jr., of Nashville, Tenn. Combined with the bicycle handles are curved levers pivoted thereto, having hooks on their shorter arms, which are received in holes formed in the under side of the cross arm, to which the handles are jointed, the invention being an improvement on a former patented invention of the same inventor.—*Invention.*

Rev. Sylvanus Stall, who is known to many wheelmen as the projector of the clerical tour of '84, '85 and '86, is arranging for a cycling trip to Europe, which will include the Scandinavian Peninsula. The reverend gentleman has recently had his name in the papers for refusing to marry a man who had been drinking. Let us hope that he will find many followers in this stand for what is eminently right.

Bicyclist Stevens writes from Chicago *en route* for New York to say that the proposition of the Toronto wheelmen to honor him with a banquet is highly appreciated, but his engagements will not enable him to accept the invitation. "I hope, however," he adds, "to see something of Toronto before long, and shall remember your intention to do me this honor, and appreciate it just as much as if I could have visited you now."

The efforts of the Pope Manufacturing Company will not hereafter be confined wholly to the manufacture of bicycles and tricycles. Engines, type-writers and sewing-machines are among the announced objects of the corporation, as set forth in its new charter. The officers of the company are as follows: President, Albert A. Pope; Treasurer, Edw. W. Pope; Directors, Albert A. Pope, Edw. W. Pope, Chas. F. Joy, Chas. E. Pratt, and Henry D. Hyde.—*Boston Globe.*

No higher compliment has ever been paid the New York State Division than a recent application to Chief Consul Bidwell from a gentleman representing fifty wheelmen in St. Johns, New Brunswick, who said they were willing and anxious to join the L. A. W., but would only do so provided they could get in the New York State Division. This application shows that the New Brunswickers know a good thing when they see it, and want to share in it.—*L. A. W. Bulletin.*

FitzFunkington had made up his mind to leave cycling alone this winter and go in for football, but the following circumstance somewhat checked his desire for mud, kicks and misery. He went into a football shop with the remark, "Do you keep a full supply of football requisites here?" "Yes, sir," replied the tradesman; "we keep everything in that line—arnica, arm-slings, ambulances, leg-slings, court-plaster. Is there anything else you require!" FitzF. will stick to his cycle for the future.

We clip the following from a German newspaper: "Two members of the Radfahrer Verein Bremen undertook a tandem tour on the ice, accomplishing the distance of 54 kilos. (33-9-16 miles) in two hours. The riders experienced considerable difficulty in steering, to avoid holes, etc., in the ice, when travelling at a high rate of speed. They consider they have the record for the distance on ice. The machine used was an "Invincible" tandem with one-inch tires, the latter giving good surface, and preventing the slipping of the wheels.

A young lawyer in New Jersey was called upon to defend an equally young client from the suit of an irate horse-owner for supposititious damages resulting from the cyclist having scared the horse. The young lawyer, in the course of his argument for his client, happened to use the word "disparagement," when he was interrupted by the judge hastily rapping him to order and delivering the following caution: "You jist stop using them Latin words in this here court, or, by gosh! I'll fine yer six shilling for contempt. Go'ln with the case!"

Frederick Jenkins writes to *The Wheel* advocating winter riding in words which we thoroughly agree with, and we are glad to find someone on the other side of the Atlantic holding such healthy ideas and backing us up when we heartily recommend cyclists to heed not the weather, the mud, the short days, and the frost. He complains that there is a disposition on the part of the American press to encourage riders to vaseline their machines "and sigh for the gentle zephyrs of the spring," and, looking around us, we can do the same; for, with the exception of one or two of us and C. W. Nairn, we know of no London pressman who has been seen lately on the road. Fred Jenkins recommends warm clothing, and evidently appreciates a ride over the frost-bound road from his glowing descriptions. F. J., we are with you in this.—*Bicycling News.*

A New York journal, published in August, 1819, has the following account of a hoax which caused great talk at the time: "Some mischievous wag, on Saturday last, caused printed handbills to be distributed, announcing that on Monday, at five o'clock precisely, a velocipede would start from the head of Chatham Square and proceed to St. Paul's Church in less than two minutes, and that it would afterwards be exhibited in the Park. Notwithstanding the rain, on Monday the people began to collect at an early hour, so that before five o'clock Chatham street was literally crowded from one end to the other. Every window from the basement to the attic was thrown open, and filled with the beautiful heads of ladies and children exposed to the incessant searching mist, which robbed their lovely tresses of every curl which the morning's industry had created. But female fortitude and curiosity combined are not to be shaken by wind and weather. For more than an hour did the throng continue to increase, until it was almost impossible to pass the street with or without a velocipede. In the meantime the Park was also crowded, and the City Hall exhibited the appearance of a gala day." Even allowing a great deal to the imagination which forms the leading feature of American reporters' work, there can be little doubt that, even at that time, the hobby-horse created a vast amount of interest wherever it went.

Hendee is on his southern trip in his new vocation as a bicycle drummer. Another chance to make records.

The Springfield Club will hereafter probably admit non-cyclists as associate members, and the initiation fee will be reduced from fifteen dollars to seven.

F. Wood will ride Rowe or Hendee either in Australia, England or America, on any track, barring Springfield, for $1,000, or a sweepstake with Howell.

The managers of two great German sewing machine factories contemplate the building of cycles. One employs something like 1,200 hands; the other half as many.

Captain Miller, of New Orleans, together with Mr. Ingram, of Columbus, Ga., will try and cover the distance, on bicycles, between New Orleans and Portland, Me., in thirty days' riding time.

Mr. C. Stuart Nairn, son of the well-known London editor of the *Cyclist*, is in America. He is at present in Boston, the guest of the Rev. Dr. Courtney. He hopes to permanently settle either there or in New York city.

We sincerely trust that the annual meeting of the Board of Officers of the C.W.A. that takes place in Toronto to-day will be in marked contrast to the late and similar meeting of our national organization.—*Bicycling World, Feb. 25.*

It was.

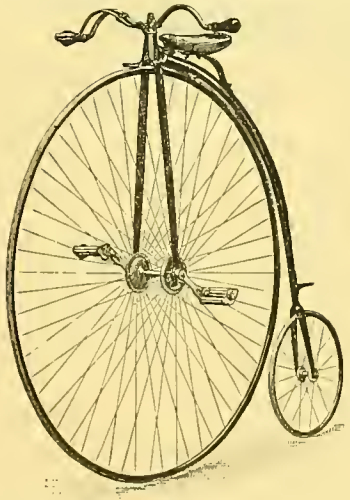
If any one were to ask us what is the dryest thing we know of, next to a Wild Earthman, we should say an English wheel-paper about this time. Now, let our contempories across the pond rise in their wrath and hit us back.—*Bicycling World.*

There is no city in the country that utilizes the tricycle as much as Washington. Parcel deliveries, laundry men and stores use it for the purpose of carrying light wares and parcels. Washington streets and climate admit of this use beyond any city in the world.

An important case has just been decided. The plaintiff sued the Holborn Cycle Works for damages caused to himself and friend by the breaking of a tandem axle. The machine had been hired for the specified purpose of a tour in Wales, and owing to a flaw in the metal the accident happened, and besides damage to dress, etc., the plaintiff had to pay railway carriage, etc. The judge held that the machine was lent for the purpose of a tour in Wales, and had not fulfilled that purpose. Verdict for the plaintiff. This is a somewhat weighty decision.

The feature in London (Eng.) cycling circles has been the *Wheeling* sandwich-board man's entertainment. This event duly came off on the 13th ult., when two hundred and thirty of the most wretched specimens of humanity whom outcast London could produce trooped in to the high tea provided by the subscribers to the fund. After the tea, beer and tobacco, practically *ad libitum*, were forthcoming, and a smoking concert of the very best class to be found in London, followed. Several leading actors and a host of talent from the crack Bohemian clubs attended, and so great was the desire to be present, that Low, the promoter, refused half a guinea for a ticket. His idea was to make the men feel at home, and not to make a show of them, and in this he succeeded admirably. All the cycling papers were represented, and in addition such important English organs as *Truth*, *The Bat*, *St. Stephen's Review*, *Era and Stage*, so that the "go" of the thing was bound to attract public notice.

The *American Wheelman* has collected the opinions of leading riders on the question of abolishing the amateur law in America. The majority are in favor of total abolition. Fred Russ Cook says: "For God's sake abolish the amateur rule, and let us look upon one another as men and not as criminals;" and W. W. Stall says: "D—n the rule." We like F. R. C. Really in England to-day some of our racing men are regarded as abjects by the unco—10 guinea—gude of amateurism Mr. Aaron, editor of the *L. A. W. Bulletin*, sends in a sensible reply, which is as follows: My firmly-grounded theory is as follows: Admit all honest and well-behaved wheelmen to the L.A.W.; put all races on road or track on a class basis; allow each contestant to choose the value of his prize, whether it be a ribbon or a 10-dollar bill. Let race-promoters be compelled (if their events have League sanction) to name two classes of prizes, thus: One mile, 2.50 class, Championship of Missouri; 1st prize, diamond pin, or $35 in cash; 2nd prize, gold medal, or $20 in cash; 3rd prize, silver medal, or $10 in cash. Let all promateurs or others who ride or *work* in the interest of cycling for pay be classed as professionals. Such men as Col. Pope, Abbott Bassett, L. S. C. Ladish, E M. Aaron, George M. Hendee, *et al.*, will do wonders to elevate the professional branch of the sport.—*Wheeling.*



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FOR SALE,

50-in. Pilot Bicycle

(HALF PLATED)

THE undersigned offers for sale, for $80.00 cash, his 50-inch LONDON PILOT, which cost him, with all attachments, $130.00, and has not been ridden 1200 miles. Reason for sale, wants a "Rover Safety."

Recommendations: Ball-bearings (12 balls each bearing); indestructible tire (wire through centre of rubber); Andrews Head; Arab Cradle Spring; long-distance Saddle; handy Tool Bag (new); King of Road Hub Lamp (full plated; McDonnell Cyclometer; Luggage Carrier.

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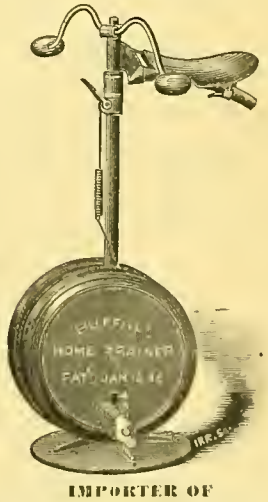
Price $35.00



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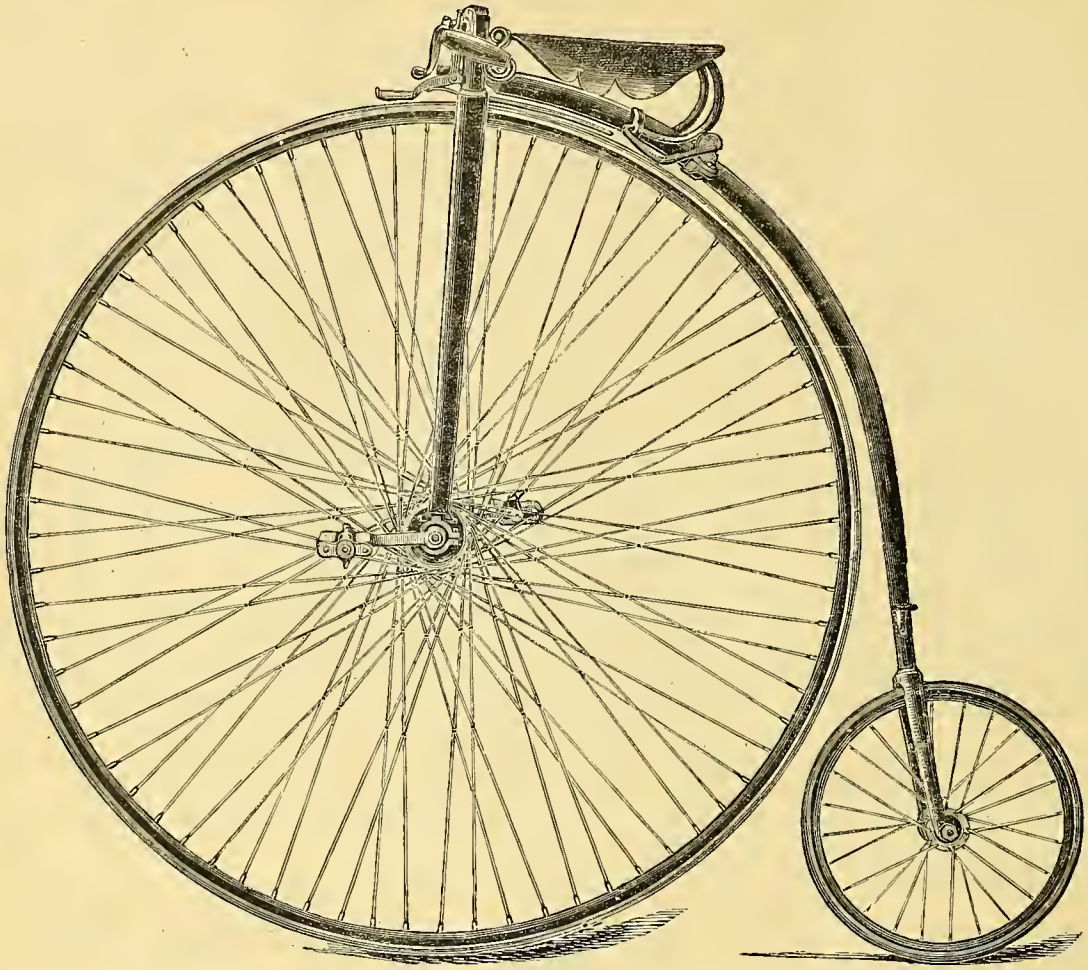

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The Most Perfect Bicycle extant.

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"SWIFT" SAFETY, the popular Rover type machine, which has a great future before it.

THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

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Boys' "COMET" Bicycles - - Price $20 and $30.

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We are about to move into larger premises, and it is our intention to have a large clearance sale by auction of **New and Second-hand Bicycles,** which will take place Saturday, April 2nd. Those who are wanting a cheap Wheel should not miss this chance.

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In Toboggans I have no less than seven varieties.

In Snowshoes the variety is still greater: all shapes and sizes, from the Child's Snowshoe to the 50-inch Hunter's and the Labrador Shoes; the latter is almost circular in shape, I have the Handsomest Shoes in the trade, especially suitable for Ladies: the gut is very fine and has Indian characters painted on it.

In Mocassins the stock is most complete, comprising Laced, Buckled and Tied, and in all sizes, shapes and qualities. Our Hudson Bay Caribou Mocassin is a beautiful article.

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Before buying a **TOBOGGAN CUSHION,** be sure and send for Catalogue containing a drawing and description of the "EUREKA PATENT TOBOGGAN CUSHION" (patented in U. S. and Canada), of which I am the maker. This cushion has so many advantages over the old style that full details cannot be given here. Once you see it you will have no other.

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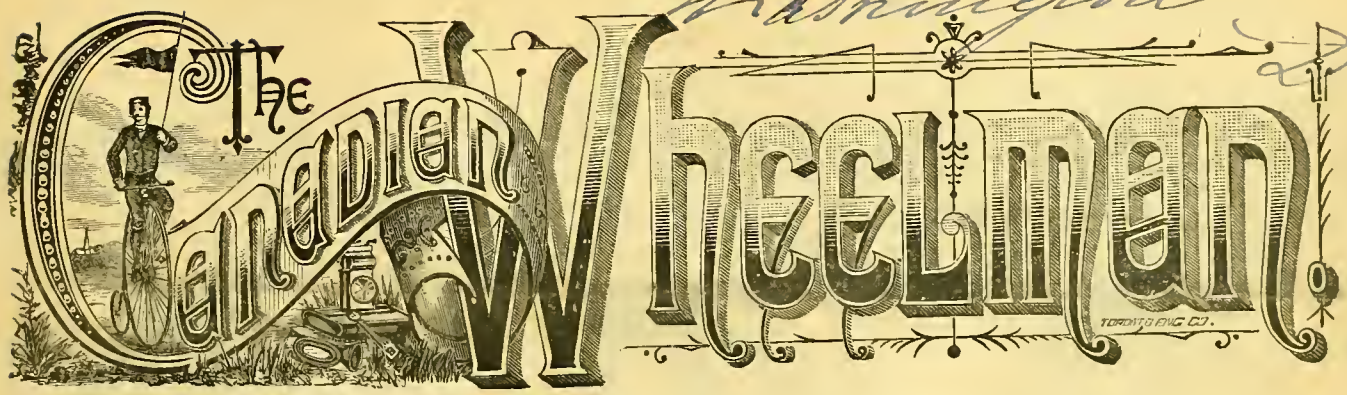

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. (VI.?) 4 LONDON, CANADA, APRIL, 1887. No. 6.

IT IS

BUILT THAT WAY.

"In the Ramblers' Great Century Run, nine of the fifteen riders who finished, rode Victors. Five different makes of machines were represented."—*St. Louis Spectator.*.

"Not one of the nine Victor riders had even a spoke loosened in his wheel."—*St Louis Wheel Company.*

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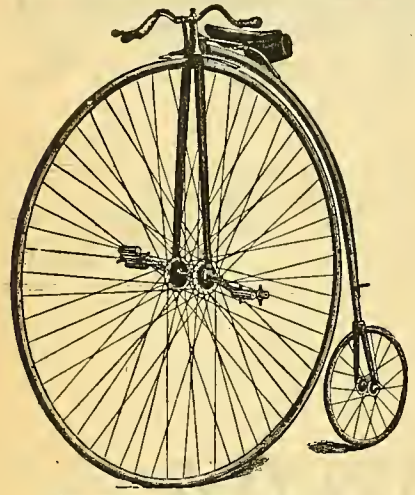
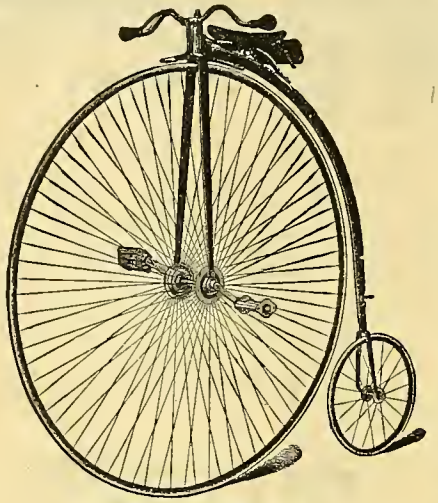


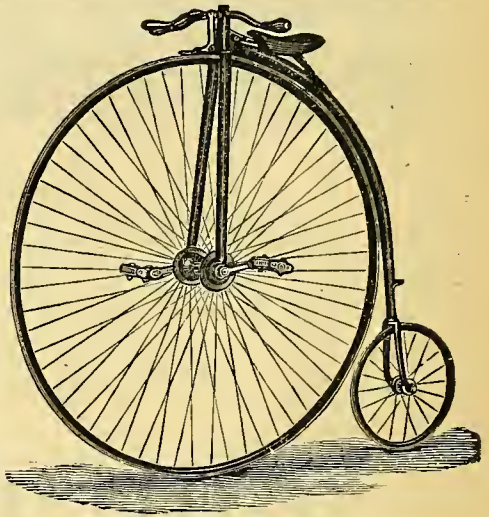
THE RUDGE No. 1.
(Light Roadster.)

This machine represents the acme of excellence in bicycling manufacture, as hundreds of Canadian wheelmen can testify. For 1887 the Standard Pattern, at $115, will have Spade Handles (or Horn Handles if preferred); Square Pedal Rubbers; Full Front Forks; Rudges' unequalled Ball Bearings to both wheels; Single Tangent Spokes; Lillibridge Saddle & Spring combined, or English Long-distance Saddle, &c., &c., or for $5 extra Ball-bearing Head and detachable Handle-bar will be added. The Rudge No. 1 has no superior, and we claim it to be the BEST Bicycle made.



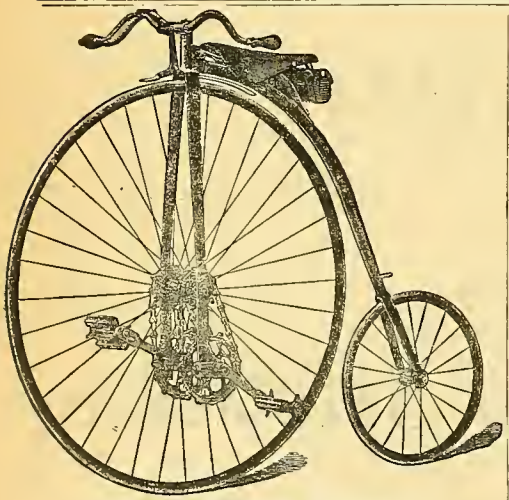
THE RUDGE No. 2.
(Canadian Rudge.)

The above wheel gives splendid value for the money; in fact, it is a high-price machine at a low price, and is guaranteed to be thoroughly reliable. Some of the oldest and most expert wheelmen in Canada are mounted on "No. 2's" and they invariably speak highly of it. The result has been that its sale has greatly increased from year to year. It has the Rudge Ball Bearings to both wheels; Nickelled Cowhorn Handle-bar; U Rim; long distance Saddle, &c. Its price is only $85.



THE RUDGE No. 3.
(A New Wheel.)

Here is a bicycle that is sure to be very popular with those whose means will not enable them to buy one of the higher-priced grades. It is fitted with the Rudge Ball Bearings to the front wheel; Hollow front Forks and Backbone; Drop Handle-bar; English Suspension Saddle; Cradle Spring; U Rim, &c. The New York *Wheel* says in a recent issue: "It is a remarkably good wheel." We have decided to put its price at the low sum of $60. Orders should be placed at once for early Spring delivery.



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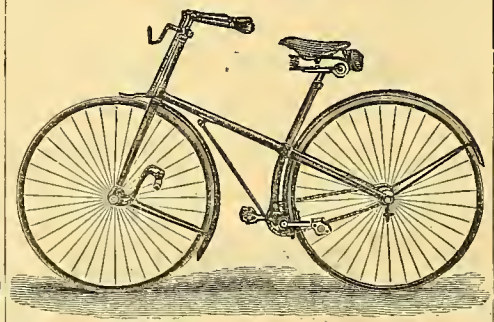
We have sold a large number of this popular machine, and anticipate a much larger sale in '87. It has been still further improved and perfected by New Double Bearings at the foot of the crank extension, and by the Abingdon Chain, which is noiseless and stretchless. The Rudge Safety is a wheel for everyday practical use. Price $115.

SEASON 1887.



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The Rudge Humber Tandem is the best Tricycle made, price $200.

We also handle the Rudge Royal Crescent Tricycle at $150.

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The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

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LONDON, APRIL, 1887.

BRANTFORD AND THE MEET.

The decision of the Board of Officers of the C.W.A. to accept the invitation of the Brantford Bicycle Club to hold the fifth annual meet of the Association in Brantford will be very generally considered a wise one. Brantford has always been a good cycling city, in that it has always possessed an active club, the members of which will certainly do all that is in their power to make the meet a great success. One fact of very considerable importance is that Brantford is within "striking distance" of so many wheel centres—Hamilton, Toronto and Woodstock are all within a few hours' journey, and may be depended upon to send large contingents to the meet. Brantford, in fact, is situated in the centre of that portion of Ontario in which cycling has attained the greatest growth, and if all goes well that city hould see the largest gathering of wheelmen in July that has yet taken place in Canada.

:o:

RENEWALS.

"Rover" rather forestalls us this issue with a vigorous demand for new members of the C.W.A., and his words should be pondered and acted upon by every non-member who sees them. Every member, also, should second "Rover's" appeal by urging his wheeling friends to join immediately, now that the season is opening, and that the full benefit of membership may be obtained. But it is not alone to non-members that an appeal should be made. Members must remember that the duty devolves upon them of renewing their membership at once. It will not do to wait until the first of July, when the Secretary is overburdened with work, and other matters interest all active wheelmen. If renewals are not made in large numbers during April and May it becomes difficult to secure many riders afterwards, and therefore all good and true upholders of the Association will see to it that they and their friends send in their applications to Mr. Donly at once. Let us boom the C.W.A. this year. Everything promises fair, and there is no reason why 1887 should not see the Association larger numerically and more powerful for good than ever before.

THE L.A.W.

It is a matter for regret to Canadian wheelmen that the great association of wheelmen to the south should now be passing through a period of disturbance of which it is difficult to see the end. The wonderful prosperity of last year appears to have received a check, which all lovers of the sport will hope is more apparent than real. The centre of the disturbance is the office of the Secretary-Editor, which became inextricably muddled under the management of Mr. Aaron, who was deposed, and a new king exalted in the person of Mr. Abbott Bassett. This deposition and appointment have apparently divided the League into two hostile camps, and an organization for the purposes of goodfellowship presents the anomalous spectacle of brother arrayed against brother, and criminations and recriminations flying through the air between the parties. The League *Bulletin* is now published in Boston instead of Philadelphia, and the new cycling paper issued from the latter city is evidently inspired by Mr. Aaron, and is being used by him to carry his side of the story to the wheelmen of America. He makes in its latest issue a violent attack upon Mr. T. J. Kirkpatrick, of Ohio, a past and present candidate for the presidency, and is evidently doing his best to destroy that gentleman's chance in the presidential line. In Springfield Mr. Ducker is threatened with a libel suit by President Beckwith for insinuating that the latter received a commission of $2 on every League uniform. In Chicago, Burley B. Ayers has retired from the office of Tourmaster, and altogether the L. A. W. appears to be in trouble all along the line. That it may have a happy issue out of all its afflictions will be the earnest hope of all true friends of wheeling.

:o:

THE USE OF THE REVOLVER.

Talk of Canada and the States being wild! What do our peace-loving readers think of the following, which appeared under the above heading in our English contemporary, *Wheeling*, the other day:

To the Editors:

DEAR SIRS,—I am inclined to think your kind consideration would be entirely thrown away upon the average British rough. He is generally a bloodthirsty savage, and seldom attacks singly or openly. After getting your last shekel, your *poor devil* (as you call him) and his companions would most likely amuse themselves by smashing your skull and dancing devil's tattoo on your mangled remains, like they did a short time ago upon a gentleman at Holborn. We constantly hear of brutal attacks upon travelling cyclists. Why study the feelings of savages? Much better to be prepared for attacks than to run the risk of being killed, or maimed for the rest of our days. No use to carry a horse-pistol, a yard long, that would be no use in a scrimmage. Have a handy little tool that will go in the waistcoat pocket—breech-loader, with folding trigger.—I remain, dear sirs, yours faithfully,

LEOPOLD PIERSON.

:o:

EDITORIAL NOTES.

The address of Mr. Charles Langley, the energetic Chief Consul of District No. 3, is 12 Front street west, Toronto, *not* 11 Front street, as has been erroneously stated.

Lane, Fane, Payne. We have not so many cycle dealers in Canada but that they might have got further apart in their names.

The American Athlete is published in the city of Brotherly Love as a successor to the departed *Bulletin*. Its chief mission appears to be "to crusade" against Bassett.

Mr. Harry Ryrie, of the Torontos, gave a lecture the other night on "A Bicycle Tour in Europe." Harry is as good a talker as he is a rider, and withal as venturesome.

During the present month the majority of clubs will be holding their annual meetings and electing officers for the year. Club secretaries will oblige by sending in reports as soon and as fully as possible.

The L. A. W. members are complaining very much at the price they are compelled to pay for uniforms,—which have to be purchased through one firm. Canadians have not much to complain of in the same line, their uniforms being remarkably cheap, and they having the privilege of getting them made up where their fancy wills.

Mr. W. P. Way is of course to the fore with a new scheme—a tour to the Meet. It would not be Way were he not energetic and progressive. Our genial friend is to the Bellevillians what Ducker is to the Springfielders—in his capacity for work and enthusiasm in matters bicycular—not in many other characteristics, we are happy to say.

Wheelman Centres.

BRANTFORD

The all-pervading topic at the Telephone City at present is the coming meet of the C W.A., which is to be held here. It is, of course, a very great undertaking for a small city like Brantford, but we have taken hold of the matter in earnest and intend that it shall be a success. We may not do as well as Montreal last year, but we are going to try pretty hard to do so, and if money and work can get us there, we shall be on hand. We are already at work on the track, and expect on the 1st of July to be able to show visiting wheelmen a track as fast as any in Canada. We shall also erect an additional grand stand capable of accommodating at least 500 people, and this, with our present covered stand, will afford seating capacity for 750 to 800 spectators. We are also at present negotiating with the Railway Company for a special train from London and intermediate stations on the 1st, arriving early in the morning and returning after the entertainment at night. All we want now is to have the wheelmen turn out in large numbers. Hamilton promises us 40, Montreal and Stratford 50 or 60 each, and if the other clubs turn out as well we shall have 800 wheelmen present. We expect, and are making arrangements for, at least 500 or 600.

Bicycling is booming here as it has never done before. The wheelmen have awakened at last to the fact that we have the material wherewith to organize a good live club instead of the dead, drowsy organization which we have hitherto possessed; and we hope and believe that the meet of '87 will leave a well-organized and efficiently-equipped club as one of its lasting results as far as Brantford is concerned.

We would like all wheelmen who can to come on Thursday and stay a couple of days at least. We shall try and make the stay of every one pleasant, and two or three days can very easily be spent seeing the sights of this pretty little city. Our programme is not yet decided on, but we expect it to be attractive enough to draw racing men not only from Canada but also quite a number from the States. "CARL."

Brantford, March 19th, 1887.

MONTREAL.

One might as well make up his mind to have an ice-cream feed at the equator as to commence thinking or talking bicycle here in Montreal at the present season. Carnival talk would be more to the point. During the past two weeks we have had as severe weather and storms as during January. The M.B.C. lies still about eight feet under the snow awaiting the warm sun of a new staff of officers and committee men to resurrect us in time to prepare for the coming meet in in Brantford.

Our annual meeting and election of officers will take place on the second Thursday in April.

To Brantford I offer, in the name of all the boys here, our most hearty good wishes for a grand success in the coming meet. I am only sorry that there is such a great distance between us, which will naturally keep a good number of our members from attending. Any time that the meet comes our side of Toronto, I am sure that at least one hundred riders will attend from our province

The snow and ice have frozen me up like our club, the ink will not even flow from my pen, so kindly reserve my column till summer arrives.

Montreal, March 29, 1887. MONTREAL.

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TOUR IN PROSPECT.

DEAR WHEELMAN,—The annual meet of 1887 is to be in Brantford, and it behooves the membership to arrange to be there in overwhelming numbers, from the far East, Montreal and Eastern Townships, and the far West. Manitoba. Let every member make up his mind to "get there." To show that the Midland Division mean business, and intends to be more numerously represented than at Montreal, ten of the Ramblers of Belleville intend to go to this particular meet by wheel—and that bicycle, not railway. The scheme is young yet, and they hope to swell it into a district tour, and when the matter is fully arranged and laid before the other clubs in the division it will probably assume the latter dimensions.

The plan is to leave Belleville Monday, June 27th, in A.M., reaching Port Hope, being joined *en route* by Trenton, Colborne and Cobourg. Tuesday, June 28th, on being joined by Port Hope and Peterborough, wheel to Toronto, picking up Newcastle on the run. Wednesday, June 29th, visit Toronto in forenoon, and await members of tour who had fallen out through accident or inability to leave home; afternoon steamer to Hamilton, as roads are unrideable. Thursday, June 30th, Hamilton to Brantford, short ride. Friday, July 1st, meet at Brantford, where has been promised the biggest kind of a time. Saturday, by rail home.

What is to hinder the above programme being carried out? Even Kingston and Napanee could join in the tour by either coming to Belleville Monday morning by early train, or a Sunday wheel to the same point would not be amiss, although some are averse to Sunday riding; such could, of course, take the early train.

What is to hinder the above plan being adopted by the entire Midland Division? Think of it! One week's holidays will cover the entire trip, and about ten or twelve dollars the expense. Come and join the following: Dean, Clarke, Bonar, Wilson, Cooper, Lingham, Pettett, Gibson, Foster and Way, who all mean 'go," and you will have one of the finest times on record. Write to the undersigned and say you will join us on our triumphal march, and make the tour a Midland instead of a Rambler one and make the District that was represented by three lonesome wheels in Montreal fairly beat in numbers the District in which the meet is held.

Almost everyone can get away for the last week in June, and there is nothing to hinder us going into Brantford at least forty strong and taking the place by storm. Make up your minds at once that you would not miss this trip for the world. Send a post-card as soon as possible to W. P. Way, Box 965, Belleville, that you are going, and where you will join party, so that the exact number will be known and suitable hotel arrangements be made, in order that there may be no hitch to mar the pleasure of the outing. This is not a money-making scheme, like some conducted tours, but is run on the Jersey plan,—each man making his own bill and paying it.

Yours fraternally,

W. P. WAY.

Belleville, March 18, 1887.

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HISTORY OF THE C.W.A.

In a letter to the *L.A.W. Bulletin* of Dec. 31, Karl Kron took pains to correct a previous misstatement of its editor, in order to accredit the C.W.A. with "the honor of putting forth the earliest official road-book known to any part of the world (April, 1884)." He also added a few words of recommendation for the '87 edition, to such League members as might intend to do any touring in Canada We reprint from the advance sheets of his forthcoming "X M. Miles on a Bi." the following history of the association, which gives in condensed form most of the important facts and rules contained in the introduction to the C.W.A. hand-book

The Canadian contingent of League membership when the first year ended (1654, May 31, 1881) was greater than at any time since, for Ontario then supplied 24 members and the Province of Quebec 19. A pair of these, one from each province, were included among the following eight enthusiasts who met at Toronto, Sept. 11, 1882, and founded the "Canadian Wheelmen's Association": H. S. Tibbs, Montreal; R. H. McBride, Toronto; J. S. Brierley, St. Thomas; P. Doolittle Aylmer; F. Westbrook, Brantford; J. H. Eager, Hamilton; W. Payne, London; and J. K. Johnston, St. Catharines. All except the first-named were residents of Ontario, and that province supplies four-fifths of the present membership. Arguments were offered in favor of organizing as an Ontario Association, and as a Canadian Division of the L.A.W. (*not* of the English C.T.C., as might have seemed probable), but the plan of an independent national body, to represent the entire Dominion, finally prevailed, and a committee of four were appointed to draft a constitution and by-laws, and submit the same to the ratification of the clubs. About a dozen of these were represented in a meeting of some 50 wheelmen, at St. Thomas, Sept. 11, when the committee's work was adopted and a provisional government was formed to serve until the first regular annual meet and election, at London, July 2, 1883. The parade, then, attracted 250 riders; a year later, at Toronto, there were 350; the third meet, in 1885, at Woodstock, had nearly 400,—"the most representative gathering of cyclers and the largest crowd of spectators ever seen at a wheeling event in Canada"; and the fourth, in 1886, at Montreal, was the greatest social success of the series,—though there were only 165 paraders, of whom the local club supplied 53, because the meeting-place was more distant from most members' homes than had been the case in previous years The provisional president of the C.W.A. was J. B. Boustead, president of the Toronto B.C,, and the secretary-treasurer was J. S. Brierley. As he declined to serve longer, the first regular election made by the officers conferred the office upon H. B. Donly (b. Jan. 1, '61), of Simcoe, editor and proprietor of the weekly *Norfolk Reformer*, and the subsequent boards have unanimously re-elected him each year. In 1886, an annual salary of $200 payable monthly, was attached to the office, and an allowance of $150 for the past year's services was also granted. The president and vice-president are chosen at and by the annual meetings of July 1 (Dominion Day), and are ineligible for second terms. The four elections have resulted as follows: 1883, R. H. McBride, of Toronto, and P. Doolittle (b. March 22, 1861), of Aylmer; 1884, H. S. Tibbs, of Montreal, and J. S. Brierley (b. March 4, '58), of St. Thomas; 1885, J. S Brierley, of St. Thomas, and W. G. Eakins, of Toronto; 1886, W. A. Karn (b. June 27, 1857), of Woodstock, and J. D. Miller, of Montreal.

THE WANDERERS' ANNUAL MEETING AND NEW CLUB HOUSE.

The sixth annual meeting of this well-known club was held in the club-rooms, on Thursday, March 3rd, the large room being filled to its utmost with between 50 and 60 members. The club decided to go once more back to its old grey and black uniform, with additional peak cap. The Secretary's report showed the membership to have increased from 45 in March, '86, to 90 at the present date. Twelve new members were also put through at this meeting. There being some 10 or 15 "Safeties" in the club, a Safety division was also formed, and two officers were appointed in connection therewith. The by-laws were altered, and hereafter no associate members will be allowed to join.

The election of officers, which came off, showed some close running in some cases. The following were elected: Hon. President, Dr. McDonald; President, C. H. Riggs; Vice-President, Charles Robinson: Captain, G. H. Orr; 1st Lieut., A. Daniel; 2nd do., H. Grenfell; Sec.-Treas., F. J. Morphy; Capt. Safety Division, T. Lalor; Lieut. of do., C. P. Sparling; Colors, Norman Smith; Bugler, Bert Brown.

Any amount of enthusiasm was displayed at this meeting, and promise is given that the club will have this season the best it ever had, which is saying a good deal after looking over the success which has attended the Wanderers the past six years. The drill eight will be revived, and as there are now lots of good riders in the club, a crack corps is looked for. The most important event in the history of the club is the first bicycle club-house in Canada. The Wanderers have secured at a very large expense that most desirable property and house centrally located on the corner of Wilton avenue and Victoria street, where they are fitting up, at the cost of $2,000 extra for furniture, etc., the most handsome club-house of any description in the city. They claim it to be the first purely bicycle club-house in Canada. The house is brand new, with nearly 30 ft. frontage and a depth of 80 ft. It is finished throughout with expensive improvements, and is a handsome sample of modern architecture in style and finish. On the ground floor will be a furnace-room, gymnasium and locker-room. On first floor is a parlor, reception-room, dining-room, steward and secretary's office, refreshment-room and kitchen; on second floor, two billiard-rooms, reading-room, bath-room and card-room; on top flat, two sitting-rooms and a steward's bed-room. The house is fitted throughout with electric bells and speaking-tubes. In the parlor and dining-room each have a magnificent walnut plate-glass mirror and tile fireplace, worth $300 each, while all the windows are of the most expensive plate and stained glass. A wheel-house is being built in the rear. The Wanderers feel proud of their house, and will take pride in showing strangers through it at any time. It will probably be finished and ready for occupation on the 1st of April. "WANDER'OR."

Toronto, March 15, 1887.

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A REVIEW OF TROOPS ON BICYCLES.

Gen. Boulanger has just been holding a cavalry review of a novel kind. A score of corporals, from the Joinville training school, went through their evolutions before him a day or two ago, mounted on magnificent velocipedes. The composition of the little troop resembled that of the regular mounted force of the country; the bicyclists representing the light, the tricyclists the heavy cavalry. The Minister has decided to have a certain proportion of the men in the infantry regiments trained to the use of the velocipede, the utility of these machines for the transmission of orders and the interchange of communications between the different divisions of an army having been satisfactorily established in practice. Their employment will, for one thing, leave all the horses of the force available for the work in which their services are indispensable. The bicycle has been found to give better results on the whole than the tricycle, and it is probable that some form of the two-wheeled machine will be definately adopted for general use.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

NO. 4 APPOINTMENTS.

The members of the Midland District No. 4, C.W.A., are hereby advised that the following appointments have been made in the District with the sanction of the Board of Officers, viz. :

Official Tailors... Brignall & Thompson ...Belleville.
" Repairers. J. M. Walker & Co..... "

The C.W.A. cloth can now be obtained from the above, while any repairs except rubber work can he satisfactorily performed.

Yours fraternally,

W. P. WAY,

Belleville, March 14, 1887. *C.C. No. 4.*

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock ..	S Woodroofe...	O'Neil
Berlin.....	F W Doll.....	American
Brantford.....	W J Knowles..	Kerby
Norwich	W H Miller....	....
Waterloo .. .	Chas E Fice. .	Huethers
Paris	W W Patterson	Windson
Tilsonburg.. .	R H C Wood	Matheson
Grimsby.. ..	W D Forbes...	....
Waterford	W C Lundy.. .	....
Jarvis	None	Commercial
Linwood	J W Bundy....	Linwood House
Hamilton ...	S G Dunn	Royal
St. Catharines.	A N Lindsay...	Grand Central
Niagara-on-the Lake.....	W Bailey.....	....
Niagara Falls	J H Robinson (2)	(Clifton) Winds'r International
Welland.....	H A Willet....	Fraser House
Caledonia.....	E S Munroe ...	....
Hagarsville....	None	Lawson House
Thorold	John Dobbie.	....

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa.....	Major Walsh...	....
Cornwall	H Turner	....
Brockville....	J W Splan... .	....

The son of the London editor of *The Cyclist*, who is in America, speaks in glowing terms of the Boston Cycling Club-house, which, he says, is fitted with reading rooms, card and dining-rooms, and several bedrooms ; an l excellent servants and appointments. Great Britain has twenty times as many cyclists as America but all our clubs put together could not show such a complete establishment.—*Bicycling News.*

JOIN NOW!

Now is the time—and the very best time—to join the C.W.A. But you say, Why join the C.W.A. at all? What does it amount to, anyway?

My dear friend, it is the Eureka of wheeling in Canada Again you say, Why? Because—

1st—The Association will give you its support in any difficulty wherein your rights and privileges as the owner of a vehicle on the Queen's highway are interfered with.

2nd—The new Road Book just issued, and placed free in the hands of every member, is invaluable as a tourist's companion, treating as it does in a voluminous manner on the roads from Windsor, Ontario, to Windsor, Nova Scotia, besides giving list of recommended hotels in addition to hotels that have been contracted with to give discount to wheelmen on presentation of certificate.

3rd—The WHEELMAN, the monthly organ of both the C W.A. and C.T.C. (being the most spicy sporting paper published in Canada, and that, too, at no cost to the C.W A., as it is self-sustaining, owing to its very capable management), is also given free to every member.

4th—Join now, because the fee paid now covers and insures membership in good standing until July, 1888. Think of that—*1888!* Every wheelman should join *now*.

Try it, and you will all join again and bring your "friend with you." ROVER.

—:o:—

PETE'S PORTION.

TORONTO AS A WHEELING CENTRE.

The absorption of populating a great city from surrounding points is hardly realized until a census is taken, but I have met scores of wheelmen recently who have made Toronto their home. Mr. Dignam has left London, and brings his wheel here ; Theo. Coleman, of Seaforth, is enrolled on the list of university students ; F. W. Armitage, also of Seaforth, has been in business here during the winter ; four or five of the Newmarket B.C. have removed to the metropolis ; George Leslie, of Napanee, is installed in a hotel on Adelaide street east ; while Montreal has lost some of her best cyclists. It is to be hoped all these newcomers will keep in the ranks of the noble army of pedal-pushers by joining one of the Toronto clubs.

DAN RUDGE RESURRECTED.

A good thing happened in Montreal the other day. An agent from western Ontario, in the course of his conversation with a member of the M.B.C , mentioned that he had visited Coventry last summer, and had met Dan Rudge, and then proceeded to belittle his wheels and his factory. "Dan Rudge?" asked the Montrealler in astonishment. "Yes. He showed me through his factory and showed me how he made his ball-bearings." etc. "Why, Dan Rudge has been dead for ten years!" exclaimed the man from the east.

THE INTELLIGENT WESTERNER

at this juncture hailed a street-car, and had not sufficient time left to explain whether the old and only Dan had been resurrected for the express purpose of doing honor to his visitor. or whether he (the agent) was really ten years behind in his reading.

THE TORONTO'S NEW PRESIDENT.

Mr. Harry Ryrie was elected president of the Toronto Bicycle Club the other evening, "in the room and stead of A. F. Webster, resigned," as the official documents read. Mr. Ryrie, although more youthful than his predecessors (what *is* his age, anyhow?), is as fine a gentleman and as enthusiastic a cyclist as any of them, and has the necessary good qualities to make him a successful officer. I congratulate him on his election.

THE BOYS ENJOY A SOCIAL MEETING.

It was a jolly crowd that filled the parlor of the Toronto Bicycle Club on the evening of the 28th ult , when a number of the Wanderers accepted the invitation of the Torontos to an "At Home." The utmost good and fraternal feeling existed between the two clubs, and the sociability engendered by the meeting will further enhance it. A really excellent programme was provided, in which Messrs. Lalor, Doherty and Brown, of the Wanderers and Messrs. Pease, Widdowson, Robinson and West, of the Torontos, took part. Dr. Doolittle gave an interesting account of the loss of his medals (which, at the time of writing, he was in hopes of recovering) ; President Ryrie, of the Torontos, presented the medals won by Messrs. Brimer, Bowers and West in the road races held last summer ; and Capt. Cox, in one of his neat speeches, proposed the toast of the Wanderers, which was felicitously responded to by Mr. Chas. Robinson, Vice-President of the Wanderers. The demolition of several courses of choice refreshments brought a very pleasant evening to a close. I had almost forgotten the Glee Club of the Torontos, composed of some twelve or fifteen voices, which rendered some lively pieces in a highly creditable manner.

UNION CLUB RUNS.

One of the speakers made what appears to me to be an excellent proposition, viz.: that the two clubs join in an occasional club run during the coming season, say to the Half-way House, where supper could be had. Every member to whom I spoke on the subject was heartily in favor of the idea. There is ample room in Toronto for two large and flourishing clubs, such as we now have. Long may they live to the honor of our noble sport !

THE WANDERERS' CLUB ROOMS.

I had my first peep at the Eldorado of the Wanderers last evening, and when I say that it is probably one of the handsomest, best-furnished, and most fully-equipped club rooms in the States or Canada, I will give you the best idea of its cosiness, richness and general magnificence. I congratulate them heartily on the spirit of enterprise in them which has led to the acquisition of their new home. With Mr. Orr as Captain things must move along at a lively rate. The Newmarket Club have annexed themselves to the Wanderers. The latter club will shortly hold their house warming, to which we are all looking with pleasurable anticipations.

THE BRANTFORD MEET.

The Brantford boys have at last an opportunity to show of what genuine stuff wheelmen are made. You have a fine new park, a commodious grand stand, and a coterie of enthusiastic and old-time cyclers, and with the further accompaniment of a well-made track, on which our Canadian records will be lowered. The 1887 C. W. A. meet will be a great success.

THE C. W. A. CLOTHIER.

Mr. Chas. Langley, the C. W. A. Consul, is prepared to supply individual wheelmen and clubs with the C. W. A. uniform cloth at 40 cents per yard. It makes a handsome, serviceable suit, and the many new clubs which have been recently formed would do well to choose that material, and thus be in the swim.

BERT, THE BUGLER.

Bert Brown, one of the Wanderers, won the club hat by being the first to reach the Half-way House, although he had to push his Star through an occasional snowbank. The next question to be decided is, Will it be a plug or a Christie ?

ENGLISH AS SHE IS WROTE.

I have usually looked upon the *Bicycling World*, of Boston, as the most carefully-edited cycling paper on the other side of the Suspension Bridge; but if its account of the annual meeting of the Wanderers' Bicycle Club is a specimen of its usual accuracy, I will be compelled to change my opinion. It first reports the club as of Philadelphia ! "C. H. Briggs" as President, instead of our dentist friend, Mr. Riggs, and Captain Geo. H Orr is described as "Chaplain !" while the captain of the Safety Division, Mr. Lalor, is rendered famous as "Talor !" Go o, ye Boston editor, and hire a new proof-read e .

PROSPECTS OF K.K.'S BOOK.

Editor CANADIAN WHEELMAN:

During the past year I've been so desperately anxious to "get the thing done" that I've written very little in the shape of "reports of progress" to my 3000 subscribers, beyond a monthly letter to the *Wheelmen's Gazette*, of Springfield, where "Ten Thousand Miles on a Bicycle" is being printed. Let me refer those of your readers who wish "full details" to consult the March and April issues of that journal.

Meantime, I should like to say to them directly, through your columns, that I feel fairly confident of publishing the volume about the close of April. Owing to the great lapse of time since names were pledged, and the great increase in size and expense of book, I shall not mail it to my subscribers in Canadian towns, unless they pay me in advance; and I wish none of them to pay until they read in THE WHEELMAN my notice as to actual issue of the book and the cost of mailing it.

The "promised dollar," plus postage, may then be sent me, by subscribers only, if they care to order the volume; but its price to new purchasers in Canada, and in all other places, will be two dollars. If anyone chooses to send me $1.50 before April 19, however, I will mail to him a "paid" copy of the "autograph edition."

The main text has already been printed, and covers 800 pages, of 585,400 words. The indexes to this will cover 80 pages, of about 72,000 words, —making a total of 657,400 words. The significance of these figures may be shown by a comparison with "Gen. Grant's Memoirs" (1232 pp., price $7), containing only 300,000 words.

If only 1000 copies of my book had been printed, each copy which I put in hands of a "dollar subscriber" would have cost me $2.30; if only 3000 had been printed, the cost of each would have been $1 70. By printing 6000 I bring the average cost down to 85 cents. Hence, my profit on 3000 "dollar subscriptions," after three years' work, at the outlay of $5000 in money, will be just $420. KARL KRON.

Washington Square, N.Y. City,
March 7, 1887.

P.S., March 22.—Since the above was put in type, I have learned that a duty of 15 per cent. is charged on books sent into Canada. Hence, I shall probably not try to keep it on sale there, except at Montreal.

With the Clubs.

WOODSTOCK BICYCLE CLUB.

The annual meeting of the Woodstock Bicycle Club was held in the W.A A.A. Rooms on Thursday evening, March 24, for the purpose of electing officers for the ensuing year. After the ballots were counted, the result was as follows: President, W. A. Karn; Vice-Pres, W. H. Martin; Secretary, H. Woodroofe; Captain, W. S. Hurst; 1st Lieut. S. L McKay; 2nd do., Jas. Luckwell; 3rd do., A. Stone; Standard-bearers. J. C. Scofield and And. Laidlaw; Bugler, A. Bean; Committee, S. Woodroofe and Geo. McDonald. Never before has the prospect been so fair as this year, all the officers being good live wheelmen, and every member seems to take great interest in the welfare of the club, and if everything turns out as well as it looks at present, we will see the Woodstock Club more to the front than ever before.

SAFETY.

OTTAWA BICYCLE CLUB.

The Ottawa Bicycle Club held its annual meeting on Wednesday, 9th March. After the reading and adoption of the Secretary's report, the following officers were elected: President, Major Walsh (re-elected); Captain, F. M. S. Jenkins (re-elected); Sec.-Treasurer, C. M. Wiggins; 1st Lieut., W. Blythe; 2nd do., W. Sproule. The coming season promises to be the most prosperous of its history, both as to equipments and the number of members.

ORILLIA BICYCLE CLUB.

The Couchiching Bicycle Club, of Orillia, has been reorganized for 1887 with the following officers: Hon. President, Mayor Robinson; President, Wm. Thomson; Sec.-Treas., W. Scott; Captain, C. L. McNabb; Lieut., S. E. Carss; Bugler, H C. Taylor. As this is only the second year for the club, and they have now about twenty wheels, the coming season promises to be very successful.

STRATFORD BICYCLE CLUB.

The Stratford Bicycle Club will be officered this year by the following: President, M. Wade; Vice-President, W. Maynard, jr.; Sec-Treasurer, W. Lawrence; Captain, C. E. Nasmyth; 1st Lieut., C. E. Mayberry; 2nd Lieut., A. T. Macdonald; 3rd Lieut., J. A. McFadden; 4th Lieut., A. J. Watson; Bugler, Chas. P. Smith; Standard-Bearer, C. J. Wade; Committee, J. S. Benedict and W. Jeffrey.

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TRADE NOTES.

The Overman Wheel Company have issued a beautifully-printed catalogue of their wheels for 1887, which will be sent to any applicants.

H. G. Ross, of Montreal, is going to ride a new Warwick Bicycle this season. He says it is simply perfection; in fact, his ideal of a machine.

We have received the 1887 Catalogue of Messrs. Charles Robinson & Co., 22 Church street, Toronto. Typographically, it is handsomely gotten up, and its pages certainly present a choice line of wheels, such as the Rudge No. 1, Nos. 2 and 3, the Bicyclette, the Safety, Boys' Machines, Tricycles, and a long list of cycling sundries. Send a three-cent stamp and get a copy with a view to studying the merits of their machines before buying. Messrs. Robinson & Co. are a very enterprising firm, and have done not a little to spread the use of the bicycle in Canada. We wish them a prosperous season.

We have been informed that the New Warwick Bicycles are having a tremendous sale in Montreal as well as all over the west. We are very glad to hear of it, for we consider them the strongest, lightest and most beautiful wheel made to-day, and much credit is due to the enterprising firm of Goold & Knowles for presenting the cyclists of Canada with such a mount.

Wm. Payne reports trade good this spring, considerably in advance of last season for the month of March. Cycling in and around London from the 13th to the 27th of March was good. The 'Xtra., King of Safetics, could be seen every day on our streets, while the riders of the ordinary wheel thought it rather too premature for a spin. Mr. Payne intends to have on exhibition at the meet one of those beautiful S.S. Tandems for two lady riders, and one S.S.S. Single Tricycle, all fitted with one of the most desirable improvements of the day—the celebrated "Otto" corrugated wire tyres.

We hear that J. Robertson, of Montreal, future flyer, has ordered a New Warwick Bicycle, 26in. With a mount like that he should accomplish wonders. He will ride in Brantford on the 1st of July.

T. Fane & Co.'s spring catalogue is out, and is a very handsomely-gotten up edition, fully describing the wheels they represent. The "New Rapid" is a handsome machine, and with its many improvements, notably the ball-bearing head, the true tangent wheel, which is the only bicycle fitted with this wheel, and adjustable handle-bars, cannot but convince all wheelmen that it has advantages which cannot be claimed by any other wheel. They are also importing this year the "New Rapid" and "Swift" safeties, which, if we predict aright, will, before the season has far advanced, have gained an enviable reputation.

A FORTNIGHT IN ONTARIO.

The chapter having the above title in Karl Kron's forthcoming book has been greatly amplified from the sketch which he wrote of his own tour through the province (635 miles, in Oct., 1883), for the first edition of the C.W.A. Guide Book. It now covers 23 pages of fine type, amounting to 19,000 words; and the range of contents may be shown by the following list of sub-titles: Chance for 100 m. of swift riding, from Windsor or Tecumseh to Clearville, 310-11. Crying need of a change in Canada's cumbersome custom regulations against bicycling, 311-12. My 100 mile run in 20 hours—London, Goderich and Mitchell, 312-14. Pres. Bates' report in '83 of bad roads near Clearville and Hamilton, 314. C. H. Hepinstall's 100 miles straightaway, 314. Various tourists' reports of roads in Western Ontario, 315-16. Summary of my fortnight's mileage, 317. An 80 mile run to Toronto, ending in the frosty moonlight of early morn, 317-18. Records of Toronto road-riders, 318-19. Conflicting reports from the two Chicago touring parties, '84 and '85. as to roads and scenery between Toronto and Kingston,. 320. Details of first American straightaway road-race, Cobourg to Kingston, 321-2. Biography of the winner, Cola E. Stone, 322-3. Clerical wheelmen's Canadian tour of August, '85, 323-4. Other reports from Kingston, 324-5. Rough riding from Kingston to Prescott, to complete the run of 635 miles,—the longest ever made by me in fourteen days, 325-6. Routes to Montreal and to Ottawa, and the environs of Ottawa, 326-7. Tour of F. M. S. Jenkins, Ottawa to Montreal and Sorel, 327-8. Quebec to Metane, 329. Excursions from Quebec, 330. The first bicycle trail in the western world made at Montreal on "Dominion Day" of 1874, 330. Description of the "C.W A. Guide-Book" and summary of its routes, 330-32. Maps, 331.

N.B.—Page's tour of Sept., 1886, from Quebec to Montreal, is given in a later part of the book; while the chapter on Nova Scotia and Prince Edward Island covers 13 pages of 8000 words.

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A TALK ABOUT BICYCLING.

Dr. Geo. E. Blackham, of Dunkirk, spoke before the Academy of Science, Rochester, N.Y., one evening lately, on "The Bicycle and Tricycle as Factors in our Civilization." Dr. Blackham is an enthusiastic bicyclist. He opened his address with the statement that the amusements of a people are at once an index of their rise and fall. He continued with a review of the history of the bicycle and the improvements which have been gradually added to the machine, changing it from the heavy, cumbersome one as first used to the light and rapid ones now in general use. He described the gradual introduction of the wheel into this country, and then spoke of the physical effects of cycling. He said:

"Bicycles afford incomparably the best and most agreeable form of exercise yet devised—better than gymnasia, health lifts, etc., in that they take the cycler out of doors into the pure, fresh air and sunshine; better than walking, rowing, or horseback riding, in that they exercise more muscles more evenly and gently. With their hollow backbone forks and felloes and delicate wire spokes, their weight is reduced to a minimum without sacrifice of strength; with their exquisite anti-friction bearings, friction is almost abolished, and with their spider wheels, rubber tires and spring-supported saddles, the jar of riding over the inequalities of the roadway is neutralized, and the happy possessor of a good, modern bicycle may speed along over a fair road at his ease, making about three times the speed of walking with less than half the exertion. The idea that the muscles of the legs only are developed by cycling is a very common and exceedingly erroneous one. In point of fact, nearly every muscle in the body is brought into gentle use. The lungs draw in deeper inspirations of pure air; the heart beats fuller, quicker, and more freely, and sends the blood more rapidly

to be aerated and thence onward to the remotest capillaries, renewing and recreating every nerve and muscle-cell; the tired brain is relieved of its weary load of surplus blood, and the happy cycler returns from his run of five, ten or twenty miles refreshed and rested, with an appetite and digestion like a wood-chopper, and a capability for sweet and restful sleep that goes only with a clear conscience and a healthy body.

"The Pharmacopœia contains no tonic, blood purifier, and hypnotic at all comparable for agreeableness and efficiency to the combination of steel and rubber in a good bicycle. I know whereof I speak, for I rode my wheel out of the valley of the shadow of cerebral exhaustion and insomnia into excellent health.

"The tricycle, though neither so graceful nor so swift as the bicycle, is equally excellent in its effects upon the physical health, and is, I am satisfied, the form of exercise for delicate women, being extremely beneficial to many to whom the jar of walking is unendurable torture. I know of cases of spinal irritation, so-called, that could not bear even short walks and so failed of needed exercise, that improved so much through riding the tricycle that their health is now perfect, and they have made long tricycle runs—50 miles in a single day in one case—and are able to walk five or ten miles at a time without undue fatigue. Of course, like all other human devices, the wheel is capable of abuse. Foolish boys, who will persist in riding wheels too large for them, may suffer strains in consequence. Young enthusiasts who indulge in racing—that bane of athletics, that intemperance of exercise—may, and often do, suffer heart-strain in reward for their foolishness; but the number thus injured is utterly insignicant in comparison to those who are benefited. In a strictly moral sense, the wheel has a good influence. It insists upon sobriety upon the part of the rider; its races, foolish as they are, are at least free from the curse of the bookmaker and the poolseller.

"Here in Rochester, where wheelmen have always been freely given the rights they have had to struggle for in many other places; where many of the most graceful and skillful riders in the country are grouped in the Rochester and Genesee Bicycle Clubs; where Messrs. Kaufman and Barber have made Breitman's ironical dream of a one-wheeled velocipede a practical reality—here, where the wheel has long been in use and its excellences are well known, there is but little need of an advocate of cycling. Yet I may hope to have shown to some who may not have given the matter much thought, that the bicycle and tricycle are of use for business and for pleasure, for health and for morals in social and political life, and thus are factors, and benevolent factors, in our civilization."

Wheel Tracks.

New York city has over 1200 riders.

A bicycling club has been formed in Port Hope.

The Springfield Bicycle Club has adopted a uniform of black.

It's a curious fact that when the going is the softest it is the hardest.

Thomas Stevens has been elected an honorary member of the Massachusetts Club.

Abbott Bassett will retain the chairmanship of the racing board until after the May election.

The "Central Wheelmen" is the title of a new cycling club organized at Cincinnati, Feb. 15.

Burley B. Ayers has resigned as tourmaster of the League, which means no League tours this year.

The steal cruisers of ancient days were the pirates. The steel cruisers of to-day are bicycles.

The Rear driving Facile, brought out in England this season, is wonderfully like the American Star.

The "Vendome" is no longer a League hotel in Boston. The Tremont House will take its place.

Richard M. Campbell, the wheelman, who is touring in Ireland, will leave for America on 1st of April.

The citizens of Clarksville and vicinity will subscribe $300 to pay for the world's championship cup.

At their last meeting the Chicagos voted to incorporate the club, and immediate steps are to be taken.

The Montreal *Gazette* says: "It is a fact that cycling has more newspapers than any sport in the world."

Although the Ghent (Belgium) club was only founded a year ago, it counts already 49 members, and they are always increasing.

Up to last advices it was found that Massachusetts had fallen off in League membership about one-half from what it was last year.

There are one hundred and fifty wheelmen in Oregon and Washington Territory, and there will be twice that number in two years.

Thomas Stevens says he has suffered much from the heat in India, and never expects to see much cycling done there, unless by natives.

Doesn't being jerked into the air off a bicycle by an obstreperous spring remind the soaring enthusiast that "spring-time's come again"?

England and the continent seem to be the El Dorado of fancy riders of the cycle. The last exportation was that of Wilmot and Lester.

At Stonebridge, England, over 800 riders pu in an appearance in one day, 27th Feb. The roads and the weather were reported as "grand."

J. F. Ives writes Percy Stone, and says he is going into the professional ranks this season, and he feels he was a "darned fool" not to have gone in last year.

In June a Napanee bicyclist will try a course from Napanee to Kingston, Kingston to Belleville, and Belleville to Napanee. He will make the best time he can on a wager.

The New Orleans lantern parade was a great success. There were not more than fifty men in line on cycles, but they made up in quality what they lacked in numbers. The costumes were elegant.

Mr. E. P. Baird, late of New York, now resident in Montreal, was on a trip west a couple of weeks ago. The 1st of July will find him at Brantford to get better acquainted with the Canadian fraternity.

The Springfield Bicycle Club decided by a vote of 15 to 11 not to hold a tournament this fall. Mr. Ducker says there will be one nevertheless.

The Pennsylvania Bicycle Club, of Philadelphia, now has over a hundred members. It has purchased ground, and, it is said, will soon build.

We are told that the recent earthquake travelled at the rate of 500 miles an hour, but the dispatches fail to state what make of wheel it rode.

Holyoke, Mass., has a new club that proposes to step into the shoes of the Springfield Club and give a big tournament, if the latter-named organization decides not to give a meeting.

The Detroit Bicycle Track Association will expend several hundred dollars on the track in the spring, and it is expected that some good time will be made on it this summer.

The annual tour and sports of the Illinois Division will be held July 2, 3 and 4. The route is from Chicago to Aurora, thence to Princeton, Senachwine Lake, and down the Illinois River bank to Peoria.

Mr. E. H. Draper, one of Drayton's enthusiastic wheelmen, was in London on March 8th and 9th, and reports that cycling is booming in a small way in Drayton. Their club will be in Brantford on the 1st of July.

A verdict for $82 and costs has been given in favor of Arthur J. Hance against the town of Guildford, Ct. He fell off a bridge, the sides of which were improperly guarded, and over which he was riding his bicycle.

Mr. Geo. H. Hill, lately in the employ of Mr. Lane, of Montreal, has accepted a position with W. B. Everett & Co., as travelling salesman. He will take to the road shortly, and push the Singer machines with energy.

In England it is held that a man hiring a machine may collect damages, direct and indirect, in case the machine breaks through any defect in the make or mechanism of the wheel. This is an important precedent established.

We learn from the Lynn (Mass.) *Bee* of the 5th ult. that Wm. A. Rowe has signed with the Pope Mfg. Co. to ride their machines next season. So the often-asked question, "Will Rowe race this season?" is at last settled.

A new bicycle club has been organized in Detroit, called "The Star Bicycle Club of Detroit." It has about fifteen members for a start, and as only Star riders are allowed to join, will not at present overreach the Detroit Club.

The L.A.W *Bulletin* will, in future, be issued from 22 School st., Boston. A Mudge & Sons have secured the contract for printing. The *Bulletin* has also coincident with removal wisely decided to advance its advertising rates.

The Springfield Bicycle Club has limited its membership to 100, and the age of membership at 21. The initiation fee has been reduced from $15 to $7, and the possession of a wheel as a requisite for membership has been done away with.

John A. Wells has attached all the effects of the L.A.W. in Philadelphia, preliminary to a suit against the L.A.W. business committee, as publishers of the *Bulletin*, for an alleged debt of $572.52 due to commission on advertising contracts.

Says *The Wheel:* "Kennedy Child has an article in the Boston *Globe* on tricycling for ladies. Mr. Child thinks that tricycling would be detrimental to but three out of every 1,000 000 women. We ask our readers to try and conjure up the spectacle of only 1,000,000 women!"

At a meeting of the active members of the Boston Bicycle Club it was the unanimous sentiment not to make it obligatory upon the members to join the League. Everyone thought they ought to join as individuals, but not as a club. Men don't like to be compelled to do even what they believe in.

In Servia, Thomas Stevens found to his surprise that a bicycle club of 20 members existed. There, each owner of a bicycle is proud of the name which his bicycle bears, such as "Joy of the Road" and "Oriental Beauty."

Chicago is all on an end preparing for the handicap road race to be given next Decoration Day in that city over the Pullman road. The "toughs" are working the home-trainers and the gymnasiums, getting up muscle and wind.

Manufacturers report that the demand for bicycles and tricycles is already greater this year than ever. They attribute this fact largely to the notoriety given to Mr. Thos. Stevens' tour around the world. Many orders have been received from abroad.

Mr. Stevens seems to think that Japan affords a magnificent field for the bicycle in the near future. The "Japs" are progressive, and know a good thing when they see it. Who will be the first enterprising firm to establish an agency in Japan?

Paris boasts of a parrot that rides a bicycle. The bird may be seen nightly at the Folies Bergeres. The other night the bird shrieked out, "Oh, I know I shall"—"Shall what, Polly?" said the owner. "Fall off and break my lolly neck," said the bird, in agonizing tones—and then the curtain fell. This is a fact from *Wheeling*.

J. F. Ives is going into the professional ranks this season.

The Buffalo Club now numbers over a hundred active members.

Dr. Beckwith has accepted the position as one of the governors of the N.Y. Athletic Club.

It is claimed by the athletic director of Harvard College, Dr. J. C. Lathrop, that a mile under two minutes is possible for the bicycle on a straight-away path and wind on the back.

The Citizens' Bicycle Club, of New York, has voted to present to the L.A.W. the sum of $50 to help it out of its present financial embarrassment. The check for this amount is now in Treasurer Lawton's hands.

The Brooklyn Park Commissioners have barred all riders of bicycles and tricycles from the paths and drives of Prospect Park, except from the West Side Drive and the Methermeae Circuit.

The Gormully & Jeffery Manufacturing Company have commenced suit against the Pope Manufacturing Company for infringements of the Smith ball-bearing and the Lillibridge Saddle patents.

The annual meeting of the Hamilton Bicycle Club will be held April 6, when officers will be elected. The Hamiltons expect to send about orty men to represent them at the C.W.A. meet.

Rowe, in response to the recently-published challenge of Fred Wood, now in Australia, says if Wood means business he should deposit a forfeit, which he (Rowe) will quickly cover if the race is to be run in Lynn.

Mr. Bassett, in the *Bulletin*, takes a decidedly pessimistic view of matters connected with League financial affairs, and urges on the advertising patrons of the *Bulletin* the necessity of a large increase over the present rates charged.

The League racing board has decided not to hold a race meeting in connection with the annual meet o' the L.A.W. for 1887 at St. Louis, Mo The one mile championships will be allotted to such club or clubs as the racing board may select later in the year.

Mr. Harry Ryrie was elected president of the Toronto B.C. at the regular monthly meeting of the club, and Mr. Frank Yeigh was elected as club reporter. Mr. A. J. Carden was authorized to represent the club at any jubilee cycling exhibition to be held in England.

There is a certain hill called Weatheroak, near Blank, Blankshire, England, that has heretofore baffled all attemp's of cyclists to ride up same. On 26th Feb. Mr. Alfred Bird, of the Speedwell Bicycle Club, rode up the hill on a Quadrant tricycle, in the presence of witnesses.

Mr. Thomas Stevens, after successfully completing his famous journey around the world on a bicycle, has quietly settled down to his editorial duties as manager of the bicycling department of *Outing*. He has also become a shareholder and one of the directors of the company.

How are the mighty fallen! In the renewal season last year January, February and March, the increase in League membership was 22½ per cent. This year the increase was—well, about 32½ per cent. the other way, or a difference of 55 per cent. as compared with last year.—*Wheelmen's Gazette.*

At a late meeting of the Woodstock A.A.A., the stock-books of the proposed new Opera House were opened to subscribers. It was also decided to purchase the grounds which the association has hitherto been renting, comprising a little over eight acres, and the executive committee was instructed to effect the purchase.

The following advertisement appeared in a London (Eng.) paper recently:

TO CYCLISTS.—The DRIVER of the TRAP who threatened on Saturday evening to drive into two gentlemen, twelve miles from town (S. W.) EXCEEDINGLY REGRETS having LOST his TEMPER, and would LIKE to COMMUNICATE with those gentlemen, as he now considers the apology should have been mutual. They will greatly oblige by addressing "A. Z.," care of Reynell & Son, advertising agents, Chancery Lane, London, mentioning time and place for verification.

Mr. Charles Dickens, the eldest son of the celebrated author of "Pickwick," has become an honorary member of the Pickwick Bicycle Club. Mr. Dickens, sen., himself was a bicyclist, having learned to ride at Snoxell & Spencer's gymnasium, in Old Street Road, many years ago, at the same time that Mr. Joe Parkinson, who wrote that pleasant article "Health upon Wheels" in *All the Year Round*, acquired the art.

Mr. Thomas Stevens will make his *debut* on the lecture platform at Scranton, Pa., on the 12th of April, and on Saturday evening, the 16th, he will lecture in Brooklyn, N.Y. This lecture will be given in the Brooklyn Academy of Music, and will be under the auspices of the Young Men's League. It is not at all unlikely that Mr. Stevens may be prevailed on to take to the lecture platform for an indefinite period.

Mr. Jo Pennell rather knocks the glamour off England's roads, and we will try to push along over our own a while longer before going over It doesn't seem possible that they can have as fine cobble-paved cities as Philadelphia, but we will take Jo's word for it. We kind o' hanker for a run in Canada, if we are successful in making collections,—but hasten to say that we are not a tried and trusted public servant!—*L. A. W. Bulletin.*

Dr. Richardson, in speaking at the dinner of the London Tricycle Club recently, said that tricycling, rationally carried out, prevented consumption and other diseases lurking in the system from developing. Man came unconsciously into the world, and should go out of it in the same way, not by pain, and in agony and grief. Cycling should tend to alleviate or prevent the latter by assisting the circulation of the blood, expanding the lungs, etc.

Pending the satisfactory settlement of the codfish row between the United States and Canada, it will not be safe for Yankees to cross the border. We believe in "retaliatory measures" (with a big R), and we only wish we could catch some good Canadian, say Tommy Lane, of Montreal, for instance, to "retaliate" on, we would fill him so chock full of Boston Club punch that he would not know himself from a codfish ball or a bean pod.—*Bicycling World.*

The Woodstock Bicycle Club have suffered a temporary loss in their racing strength by the removal to Toronto of the champion, Mr. H. W. Clarke, who is at present prosecuting his studies at the College of Pharmacy there. It is hardly likely that he will do any racing before the fall meets, which will detract considerably from the interest in the earlier ones, as a meeting between him and his old-time antagonists, Foster and Davis, is looked forward to with much interest.

It is announced that the series of amateur-professional bicycle races—one mile, three miles and ten miles—run at Sydney, N.S.W., between Fred Wood and a number of local amateurs, resulted in a victory for Wood. He won the one mile and three miles, but came to grief in the ten miles, owing to an accident to his machine. Wood, however, won the chief prize by winning two out of the three events R. James, of Birmingham, competed in the race, and the amateurs included Con Dwyer, C. R. Wood and Bennett.

Richard Howell, England's great cycle racer, recently met with a very painful injury. It appears that he was in the act of firing a pistol to start a professional sprinter, when, owing to the weapon being foul, the charge split the handle with considerable force, making an ugly open wound between the thumb and forefinger of his left hand, whilst the lower bone of the thumb is also broken, and the wrist very much sprained. Medical aid was soon obtained, and the injured limb placed between boards. The accident will cause an interference of several weeks in his training.

Cyclists are much interested in a case tried at Mt. Holly, N.J., March 5th, in which the rights of wheelmen were involved. A suit was brought by D. M. Haines, a Moorestown farmer, against James L. Moore for $100 damages. Haines was driving a four-mule team along the road near Moorestown and met the defendant riding a bicycle. Haines held up his arm to warn the cyclist, and finally called out that the mules were frightened. It was alleged that Moore disregarded the warning, and the result was that the mules broke the waggon and the damages were claimed. The case was not concluded.

The American cycling team, Woodside, Morgan and Temple, were at last advices sojourning at the residence of Woodside's father, Dundnan House, near Coleraine, Ireland. They had been warmly welcomed, and the sporting press of Dublin gave much space to a notice of their arrival, past records and plans for the future.

And still they add to it. A six-in-hand, made by Singer lately, was voted a success Now we have to announce the successful trial of an eight-in-hand. Great pace was got out of it, and the crew, consisting of Mrs. Lea, occupying the front seat, Mr. H. Lea (steering), and Messrs. H. Sturmey, J. H. Ball, S. Golder, C. Smith, E. Flynn, and George Singer, in the order named. The machine measured fifteen feet, seven inches in length, and the return trip was made at the rate of eleven miles an hour. The possibilities opened out by these successful experiments are bewildering. Where will it end.

The Chicagos are still talking about a club-house, and now that they have secured a man for president who possesses energy and business tact, it is possible that they may get it. The principal capitalist interested is Mr. Gormully, whose place of business is on North Franklin street. I understand he has intimated that he will invest $10,000, provided the north side be chosen as the location. Many members are strongly opposed to this, hence considerable delay, and probably trouble will ensue. It does seem strange that a club which cannot average a fourth-rate race meeting should become so very important that it cannot transact its business outside of a $20,000 club-house.—*American Wheelman.*

Harry Ethrington, proprietor of *Wheeling*, did not relish the fact of the American Star wheel carrying off the honors at the Stanley Show, and as he passed the hat around and secured $50 to pay Hurst to give exhibitions on the ordinary. *Wheeling* says: "It occurred—as things will—to our Mr. Harry Etherington last week, that the trick-riders Wilson and Alden had secured for the Star Safety the best position and greatest and cheapest space in the Stanley Show, and that the British wheel was being shelved, whereupon he straightway engaged Hurst to ride an ordinary and show what could he done with it."

A writer in the *American Wheelman* says: "A few days since I asked Chief Consul Hayes what he thought of the prospects of the L.A.W. in Massachusetts the coming year. He naturally said that they were very good, but it is my private opinion that the Chief Consul is not overconfident. There has been a tremendous falling off in the Massachusetts division membership. Last year we had nearly fifteen hundred members, but I doubt if we will have half that number this season. At the present time there has not been more than five hundred renewals, and there is but one more week allowed the delinquents in which to send in their little dollar."

A curious story comes as to how Burley B. Ayers stepped out and Van Sicklen stepped in to the Chief Consulship of Illinois. It seems for some time a number of Van's friends have been busy securing promises to vote for him, and in due course this came to the ears of Burley Ayers, who then held office. On inquiry he found that defeat awaited him if the contest ever occurred, and he then took a step on which his opponents had not reckoned. His work was quietly done, and when he announced to the meeting that his resignation had been tendered to and accepted by the President of the League, and Van Sicklen appointed in his place, his hearers were thunderstruck. So the matter stands, however, and Van Sicklen is Chief Consul of Illinois.

How is this for a line of Wheels, Gentlemen?

WE THINK IT ABOUT FILLS THE BILL, AND OUR PRICES, MIND YOU, ARE REASONABLE.

The American Champion, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, **$100.00.**

The American Light Champion, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, **$115.00.**

The American Challenge, much improved and fitted with cow-horn bars, as formerly the best machine on the market for the money. Price, for 48-inch, **$70.00.**

The American Safety, sold last year under our positive guarantee that it was the easiest-running bicycle in the world, improved wherever possible. Price, for 40-inch, **$74.00.**

The American Light Safety, after the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, **$115.00.**

The American Ideal, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from **$25.00** to **$60.00.**

The American Ideal Tricycle, two-track, the young ladies' companion to the bicycle of same name, a really beautiful little three-wheeler, in two sizes, 30 and 34 inches. Prices, **$40.00** and **$50.00.**

The American Challenge Tricycle, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44 inches. Price, **$80.00** and **$95.00.**

The American Ideal Tandem, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, **$60.00** and **$75.00.**

The American Challenge Tandem, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46 inches. Price, **$120.00** and **$135.00.**

1887 Catalogue, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO., Chicago, Ill.

The other day a blushing Boston damsel entered the store of George Bidwell, and going to the sundry counter made known her wants to the attentive proprietor as follows: "It is my desire to obtain a pair of circular elastic appendages, capable of being contracted or expanded by means of oscillated burnished steel appliances that sparkle like particles of gold-leaf set with diamonds, and which are utilized for retaining in proper position the habiliments of the lower extremities while tricycling, which my innate delicacy forbids me to mention." Though a married man, the language and subject were too much for George, and no sooner had the fair rider finished than he fainted, and now the clerk waits on lady customers.

It has often been alleged that the line of profit on wheels was too large, and that it should be diminished, so as to bring a good wheel down to a price that would put it at the command of those who were kept from purchasing at present prices through not being blessed with a sufficiency of the "root of all evil", to warrant them investing. This may or may not be true. At any rate, one of our most prominent dealers will shortly present a plan that will admit of wheelmen making their own prices on wheels, and we will then see what the rider considers a fair price for a good wheel. The way it is proposed to do this is to insert in the *Bulletin* a complete description of nearly 200 wheels, all new, with the regular price opposite each one. A bidding-blank will accompany the description, which each intending purchaser will fill out with the price he is willing to give for the wheel he desires to purchase. At the end of a certain period all bids will be opened, and each machine will be sent to whoever has bidden the highest price for it. This seems to me to be an extremely fair way of dealing, and when my readers see the name of the firm who will introduce it to them, it will carry sufficient reputation to warrant them in having perfect confidence in the fairness of the dealing they will receive.—*L. A. W. Bulletin.*

C. W. A. SUITS.

ORDERS for Cloth for Association Suits must hereafter be sent to

MR. C. LANGLEY,
CHIEF CONSUL,
12 FRONT ST. WEST, - TORONTO,

who will supply it at 40c. a yard, cash to accompany all orders. Cheques must be made payable at par in Toronto.

Orders for Buttons, Yarn, &c, must be sent as heretofore to the Secretary-Treasurer,

HAL. B. DONLY,
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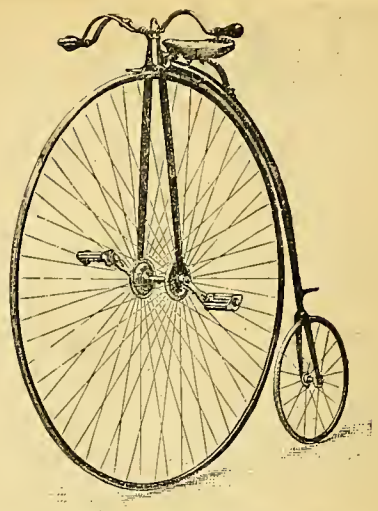
60 INCH BICYCLE FOR SALE. Half nickelled, balls to both wheels, and in good condition. Will sell cheap.—Address
A. D. BOWLBY, Windsor, Ont.

FOR SALE.—$75 cash will buy a 54-inch D. H. F. PREMIER BICYCLE, new last year, and only ridden about 100 miles, and in first-class condition. Tool-bag, wrenches, oil-can and bell goes with it. Catalogue price, $112.
Address—A. C. AMES, Ontario Bank, Peterborough, Ont.



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In stock, the "'Xtra." "Apollo," "B.C.," "S.B.C.," "N.C." and a few good second-hand Bicycles. ☞ Send for prices to

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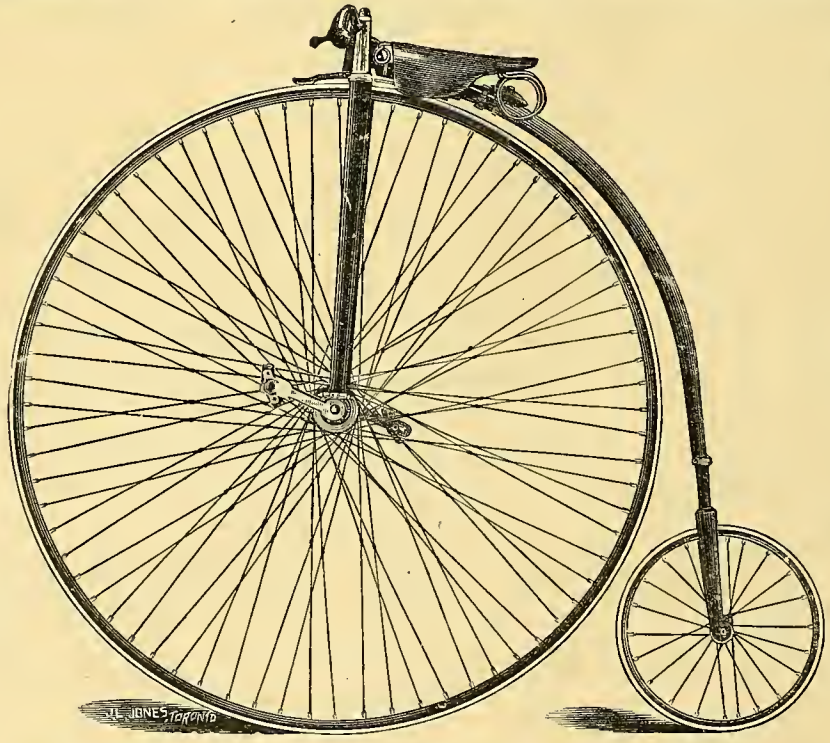

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GOOLD & KNOWLES,
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THE ONLY TRUE TANGENT WHEEL.

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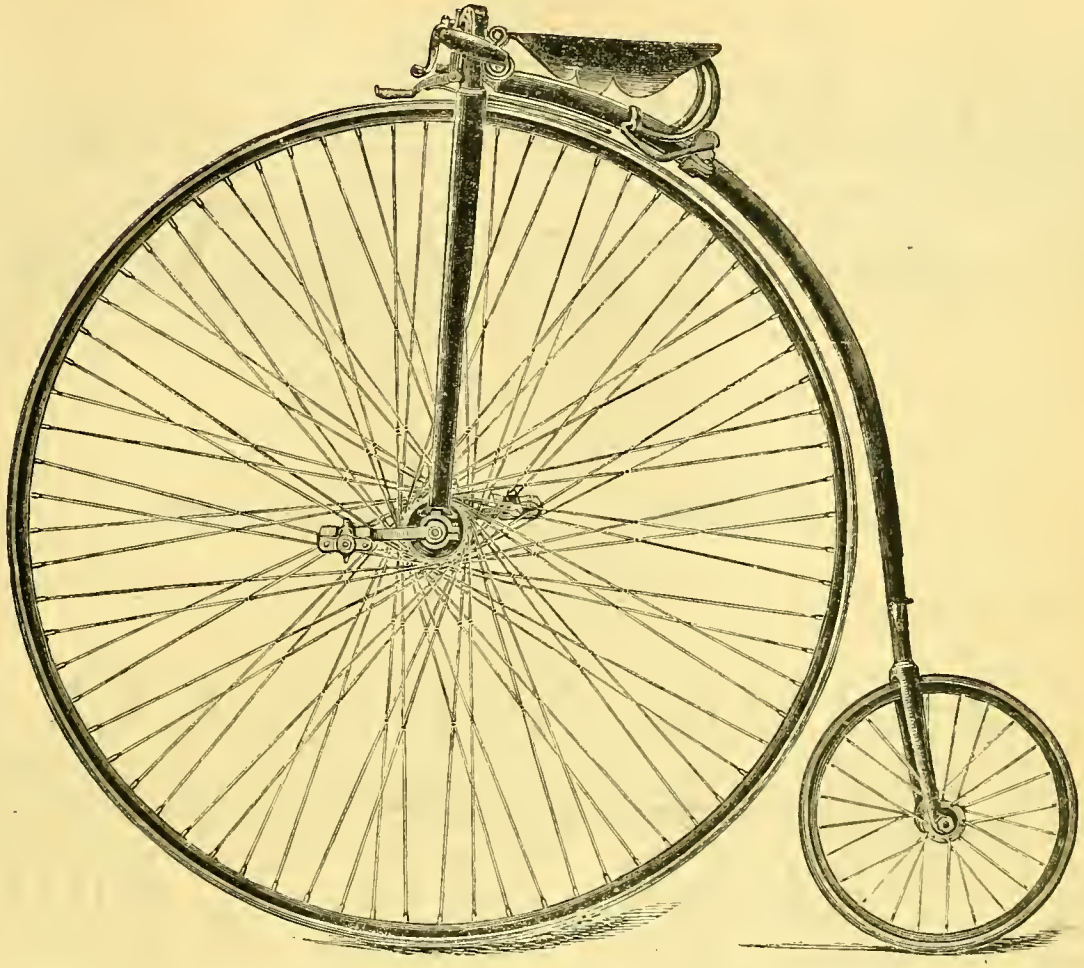

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Combination Spring and Saddle.

The most perfect, the most durable, the most graceful, and the Bicycle giving the most perfect satisfaction ever made. Do not be induced to buy an inferior wheel when you can buy a superior machine for the same price. It is to your interest to buy a "NEW RAPID."

"CLUB" SAFETY, the machine which is so greatly used, and which gives undoubted satisfaction.

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THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

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Boys' "COMET" Bicycles - -	Price $20 and $30.
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FOR THE SEASON OF 1887.

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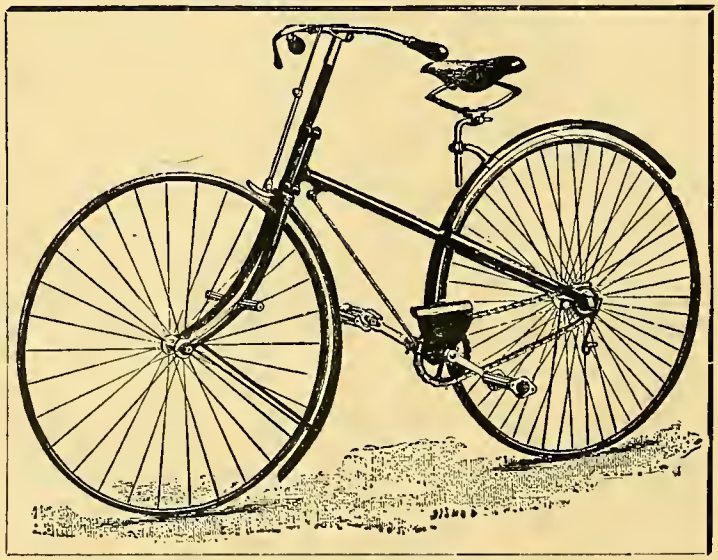

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A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. VI. (?) 4 LONDON, CANADA, MAY, 1887. No. 7.

IT IS

BUILT THAT WAY.

"In the Ramblers' Great Century Run, nine of the fifteen riders who finished, rode Victors. Five different makes of machines were represented."—*St. Louis Spectator.*.

"Not one of the nine Victor riders had even a spoke loosened in his wheel."—*St Louis Wheel Company.*

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Ridden by G. J. Loomis on a Victor during 1886. We believe this is the greatest distance ever covered in one year.

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THE GREAT CANADIAN CYCLING DEALERS,

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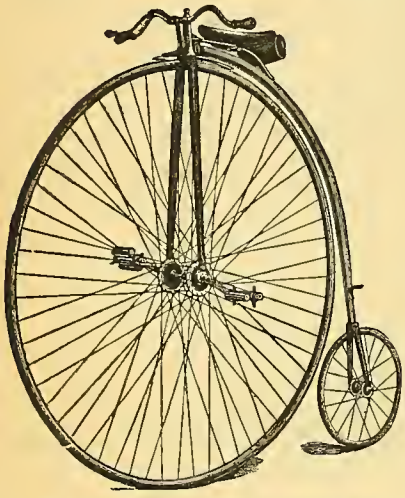

THE RUDGE LIGHT ROADSTER.

The finest bicycle on earth. Old and experienced wheelmen pronounce it a marvel of beauty; a glad surprise; an astonisher of the most bronounced type. Its magnificence is dazzling; its graceful lines remind one of the Apollo Belvedere; its finish is chasteness and loveliness combined. Magnates and mugwumps, plebians and policemen, are flocking from the distant corners of the earth to gaze on this wonderful product of Century No. Nineteen. The boneshaker must go! The cycling millennium has dawned! *E Pluribus Unim!* Erin-go-Bragh! Zip! Zounds!

The best wheel is that which is ridden by the best riders Take Toronto, for instance. In the Wanderers' Club, the largest in Canada, CAPT. GEORGE CHAPLAIN ORR, the most expert wheelman in Canuckdom, rides a 56 in. Rudge No. 1; Secretary-Treasurer FREDERICO JOSEPHUS MORPHY has gone and done likewise; ditto the Captain and Lieutenant of the Safety Division, Messrs. T. LALOR and CHAS. P. SPARLING. Mr. MCBRIAN. another representative wanderer, also belongs to the most exalted and noble Order of Rudge Riders. And these gentlemen are sure to have the best wheel made, viz.: the Rudge.

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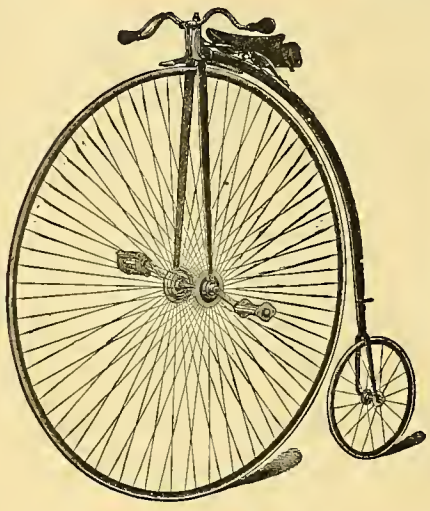

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The first impulse is to disbelieve us when we say that we will supply you with this fine wheel at $85. But George Washington himself never told a bigger truth. Test us on the point.

The officers and the majority of the members of the STRATFORD Bicycle Club are Rudgeites.

The ST. CATHARINES boys have sized up the Rudge correctly.

HAMILTON is calling aloud for more Rudges.

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OTTAWA streets are enlivened by the sight of scores of Rudge Safeties.

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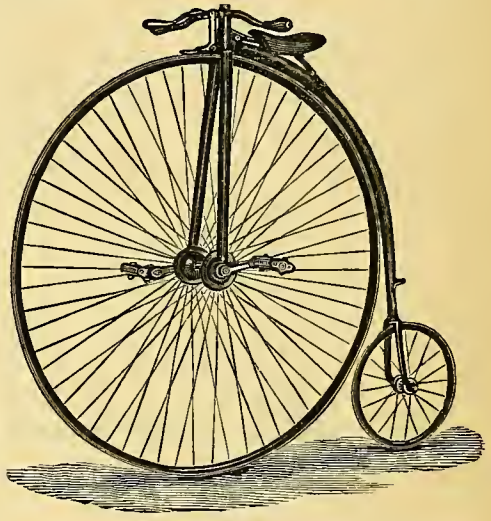
QUEBEC, the ancient, knows it well.

The whole country is on the *qui vive* about it.

We hope the *qui vive* will continue. No doubt it will. We have sold an enormous number of wheels already, and the season has not really opened.

Extra express trains are being run to accommodate the daily orders.

THE PRINCE OF WHEELS.



THE RUDGE NO. 3.

Only $60. You can make it $75 if your conscience will not allow you to accept it at $60. Then there's the Safety and the Bicyclette. Write for information concerning them.

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(1) 53 in. New Rapid. Only ridden a few months	$90	(4) 55 in. Rudge No. 1. Thrown away at..	$ 90	(7) Rudge Single Tricycle	$100 00
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The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, MAY, 1887.

ARE YOU GOING TO BRANTFORD?

The above is the first question asked when two wheelmen meet, and the reply, "If I can possibly get there," makes the meet of 1887 appear an assured success. Nothing but bad weather can prevent the Brantford meet of the C.W.A. from being the very largest ever held. Great interest is already taken in it wherever the C. W. A. has members. The Midland District especially seem to have the wheel fever badly, and can hardly restrain themselves until the time arrives. Even its C. C. has it, and is guilty of the idea of a District tour. More power to him, and may he lead the largest Division at the meet! He is willing to work, and it only rests with the men of his district to rally around him and make his fair, fat face shine with pleasure on that occasion. We are pleased to welcome the new clubs falling into line with the C.W.A., and will promise them the full worth of their money this season, for in addition to the meet and the monthly visit of THE WHEELMAN, there is the new road book filled with all that can possibly interest the tourist, giving as it does concise reports of roads, hotels, railway arrangements, local consuls, etc., etc., until it makes up a book of reference hard to equal and impossible to excell. Too much praise cannot be given to Messrs. Donly and Tisdale, the painstaking editors, and Messrs. the many who so kindly furnished the material for the editors to classify. No wheelman should pass 1887 without it.

———:o:———

SLIGHTLY INCORRECT.

Now the N.C.U., of England, comes out with a statement showing a deficit of some $1,200. We believe now we have a report from all the national bodies that govern cycling, and they all show a pitiable state of things in their financial standing. —*Bicycling World.*

If the *Bicycling World* will cast its eyes in a northern direction it may see something to its advantage — something that will enlighten its ignorance, and show it that it has not heard from *all* the wheel organizations, or that, having heard, it has failed to learn. The Canadian Wheelmen's Association is doing as good work for cycling in Canada as the L.A.W. is doing in the States, or the N.C.U. in England. It has issued two guide books of the Dominion, the last one superior in many respects to any one sent forth by the State divisions of the League. It publishes an official organ, and distributes it free to its members. It controls all cycling matters, and holds an annual race meet. It does its work quietly and unostentatiously, and levies fees only one half as large as those collected by the League. It does all these things, and yet will show, after all the expenses of the new guide book are provided for, a surplus in the treasury of something over two hundred dollars. So the *Bi. World* will see that there is at least one cycling body whose financial affairs are not in a pitiable state.

———:o:———

TOURING.

A department of cycling work not yet assumed control of by the C.W.A. is that of touring. All over the country there are individual wheelmen who would like nothing better than to spend their summer holidays in touring had they only suitable companions and a knowledge of where to go to find at one and the same time picturesque scenery and good wheeling. Why should the C.W.A. not step in and help this class of riders to enjoyment and health? What is there to prevent the C.W.A. having a touring division as well as the L.A.W., under the direction of the superintendent, or captain, or tourmaster, of which an annual tour would be taken, in which all C.W.A. members who desired could participate. Let the subject be discussed between now and the first of July, and then acted upon, if deemed advisable, at the annual meet.

———:o:———

THE C. T. C.

A vigorous letter in this issue directs attention to the fact that THE CANADIAN WHEELMAN, although designating itself as the "official gazette of the Cyclists' Touring Club in Canada," furnishes no news regarding the C.T.C. Well, our excuse must be that we didn't think our readers wanted any of that kind of news. In the dim and shadowy past, through an agency of which all trace has vanished, the legend regarding the C.T.C. was placed under the heading of THE WHEELMAN, and the respect due to age, and those mysterious things of which we know not anything, has preserved it from ruthless hands to this day. The great cycling organization of the mother land appeals only in a sentimental way to the great majority of Canadian riders, and therefore it is that so few of them are enrolled within the ranks of the C.T.C. And we do not see that it should be otherwise. There is no province in this country for a foreign cycling organization. The C.W.A. at present admirably performs the work it has undertaken, and should it fail the responsibility will rest upon those whom it is designed to benefit, and who, in such case, would not be more likely to prosper under foreign than under domestic rule. For those Canadians who propose visiting England membership in the Touring Club is desirable, but all others will be performing their duty well if they see to it that they are giving all the support they can to their home organization.

However, now that the subject has been broached, it may not be inopportune to give a few extracts regarding the C.T.C. from Karl Kron's voluminous work:

"In 1885, the C.T.C.'s gross profit on trading accounts, $6,613—comprising $4,609 on uniforms, $1,183 on badges, $392 on hand-books, and $429 on discounts. This profit was nearly all absorbed by the net cost of *Gazette*, $6,438, whose total cost ($11,317) consisted of $6,804 for printing, $4,027 for postage, and $486 for adv. commissions,—the adv. receipts (besides $680 due Dec. 31) being $4,879. The 'general expenses' (including the secretary's salary of $1,500, but excluding the adv. com. just named) were $8,031, to which must be added $2,793 for office stationery, and $1,640 for postage,—a total of $12,454, or almost as much as the revenue from membership dues, $12,740. The gross receipts on the trading transactions, which yielded a profit of $6,613. were $38,157; and, as payments on *Gazette's* account were $11,317, the whole amount of C T.C. cash handled during the year was considerably in excess of $50,000. At the annual meeting of May 8, '86, the treasurer likewise said that each member annually cost the club 87c., or 25c. more than his annual dues. He reported that the monthly amount of checks drawn by him on the C. T. C. bankers often reached $7,500.

Referring to Canada, K. K. says: "The State Consuls nominate local consuls, and also supply application-blanks to those who send stamped and addressed envelopes. Each candidate who signs such a blank sends it with $1 to the acting Chief Consul, who transmits the same to the secretary in England; and the renewal-fee of later years, if sent in the same way, is 75c., instead of 62c. These facts are announced in each week's *Bi. World.* This plan has prevailed for more than two years, and a very few additions have been made to the list of State Consuls during that period. Previously, the *Wheel* called itself the club's 'official organ in America' (June 6, '82, to Feb. 29, '84), but did not regularly print names; and THE CANADIAN WHEELMAN has inserted a similar 'honorary adv.' of itself, as 'official organ of the C.T.C. in Canada,' ever since Oct., '84. The slight hold which the club has gained upon that country is chiefly due to to the absence of any such enthusiast as the one who pushed it into recognition in the United States, namely, F. W. Weston. To the phrase, 'Founded May 5, 1878, at Harrowgate,' with which most C. T. C. men are familiar, should now be added, 'Foundered Nov. 22, 1886, in the London Law Courts,'—a phrase which the autocrat of the society is very anxious that his followers should not become familiar with. On the day last mentioned, standing in the witness-box, before the pitiless cross-questioning of a lawyer, 'the Secretary-Editor of the C. T. C.' confessed that he had committed literary forgery, by printing in his *Gazette*, over the signature of our Philadelphia artist, Jo Pennell, an abusive phrase ('the vaporings of elderly quidnuncs') which that gentleman had never written. He confessed, too, that he designed that phrase to stigmatize a certain J. B. Marsh, who was obnoxious to him on account of having published a half-dozen 'Anti-Humbug' articles, exposing the 'true inwardness of the C.T.C.' as a medium —*not* for 'the advancement of wheeling,' but—for the advancement of the Secretary-Editor's personal fortunes as a seller of 'official' breeches and badges. When the presiding officer of the court, Mr. Justice Mills, heard 'the Secretary-Editor of the C.T.C.' thus confess that he had forged the signature of Mr. Pennell in order to hurl an insult at Mr. Marsh, that officer rose in his wrath and metaphorically kicked 'the Secretary-Editor of the C.T.C.' out of the witness-box and out of the court. He rebuked him scorchingly for having indulged in 'the lowest and vulgarest abuse of the worst form of journalism,' and said in effect that it would be an insult to the intelligence of the jurymen for him to attempt carrying his case further (he was nominally the plaintiff in a libel suit against this same Mr. Marsh), for no jury would think of giving him damages after such a confession.

"So far are those initials (C.T.C.) from being

'international,' that they do not even represent the United Kingdom, nor yet the whole of England, but chiefly its metropolis—as may be shown by analyzing the membership statistics at the opening of 1886 (the latest ones on which I can now put my hand): The two largest 'divisions,' which include the city of London, claimed 6,962 men, or more than a third of all belonging to the entire 37 'divisions' of the C.T.C. The foreign contingent amounted to only 1,600, whereof the United States supplied 669 and all other countries 931."

Wheelman Centres.

WOODSTOCK COMES TO LIEE AGAIN.

Judging from the long silence which has characterized Woodstock, in so far as the columns of THE WHEELMAN are concerned, our brother bicycle riders in other towns might come to the conclusion that we were either dead or sleeping here. And those who may have noticed the remarks in your columns of a spasmodically active correspondent, who some little time ago took it upon himself to lecture the wheelmen of Canada in general on their laziness in the matter of writing up events in their various localities, might mentally recommend that gentleman to rub a little of his salve on himself. However, we are neither dead nor sleeping here, fellow-wheelmen.

The Bicycle Club organized as per report forwarded to you last month, and as soon as the cranky clerk of the weather reports fit weather, will come out with renewed energy, and make this season an active one. The old riders are enthusiastic; there are a number of new ones, who are sure to feel that way, and some new racing men promise to make things lively on the track. We shall, of course, greatly miss our old invincible Clarke, but hope to see him out again in the latter part of the season.

At present all is activity and bustle among the W.A.A.A. pushers, preparing for the 24th of May celebration. They are determined to keep this year's sports up to the old standard. Let every wheelman who intends to spend a jolly holiday on that day — and what wheelman does not? — make up his mind to come to Woodstock, receive an old-time welcome from the W.A.A.A. and the bicycle club, and see the best day's sport of the season. And let every club captain rub his eyes carefully, put on double magnifiers, and read in the Programme that a $75 bicycle cup — the handsomest ever imported into Canada — is being offered to the club having the largest number of wheels in the parade on that day. Then let him take off his coat, and with blood in one eye and that big cup in the other, go to work like a big (little) man, and work up a team to bring here that will ensure the ownershsp of that cup to his club.

In another column will be found a full programme of the events of the day. Look it over, boys; and you who race, get out your wheel, clean it up, oil it, strip yourselves, and, setting your mind on the biggest and best prize on the list, go to work and train for it, and win it, and let all who ride, whether in a club or singly, come and enjoy yourselves, and have the last breath of the winter's sluggishness taken out of your veins.

Lacrosse is to be a leading card here this year, and a first-class team has been got together, who have also done wisely and well by going into the new league.

Well, I guess that's about all the news this time, but before I close I must again urge all wheelmen and athletes to come here and have a big time on the 24th.—Fraternally, CRANK.

———:o:———

The *American Wheelman*, of St. Louis, started a subscription list for the purpose of assisting the L.A.W. out of its financial embarrassment, but the "willing worker" has been snubbed by the Secretary-Editor, who says that the League is not yet a mendicant.

ELECTRIC TIMING.

Mr. S. M. Baylis, of the Montreal Amateur Athletic Association, has an interesting article on electric timing in the April *Outing*, from which we make some extracts:

. . . . "It may be said that if time can be noted with even such comparative accuracy as this by watches, that we have reached a point satisfactory enough for all practical purposes; but, as we said before, 'the world moves,' and if an arrangement can be devised *to register automatically on paper each second of time so that the result can be arrived at accurately by measurement to the hundredth part of a second*, it is surely an improvement on the old method (which is entirely dependent upon quickness of the eye and hand, and consequently liable to error), and is destined to replace it altogether in properly-conducted athletic meetings. That such an arrangement has been devised, tested, and proved thoroughly reliable at more than one public meeting, we shall proceed to show, giving at the same time a description of the apparatus and mode of working.

"Granted that the idea of electric timing is not new, and that efforts have been made to bring it into practical use; so far as known, however, these have hitherto proved futile, or where partially successful have been made on the lines laid down *three years ago* by those to whom the honor of discovering and adapting a combination of well-known principles and instruments to the purposes of athletic sports and placing in use the first practical electric timing apparatus, should be ascribed.

"The Montreal Amateur Athletic Association is probably one of the largest associations of the kind in the world, its peculiar construction rendering its position in the field of sports almost unique. Its history is that of 'sport' in Canada, and its marvellous growth and the business-like conduct of its internal affairs and public contests by its level-headed young members are matters of public notoriety in its native city. Among its 2000 members are found some of the best authorities on sporting matters, present and former champions in every field of sport, besides the best representative professional and business men of the metropolis of Canada.

"Among them is one to whom, in connection with the subject in hand, its members are deeply indebted. Prof. C. H. McLeod, a young man himself, while holding an important chair in the applied science department of McGill University, and director of its observatory, has always taken a keen interest in the manly sports of his students and his fellow-members of the M.A.A.A. As a result of this interest, they are put in possession of a perfect system for registering time by electricity, which he declined to patent, but placed his ideas and services in the hands of the directors of the M.A.A A., who expended considerable sums in the construction of the apparatus, which is available to the athletic world, and which we shall now proceed to describe.

Briefly, the arrangement consists of a *battery*, a *wire for the electric circuit* connecting all starting and finishing points (where 'circuit-breakers' are attached to break or close the current) with the *chronograph* or registering apparatus and the *clock* whose beat causes the seconds to be marked on the paper-covered cylinder; these, with the *pistol* and its attachment for inserting in the starting switch, completes the arrangement. 'All very simple!' your scientific reader exclaims. 'Why, these things are in use every day in astronomical work, and might have been adopted long ago'—the egg trick over again. Posts are set up at each starting-point and the finish; the switches, where the pistol attachment is inserted when starting, fastened to them, and a wire strung so as to form a complete circuit, which passes through the clock and the chronograph. The battery is of the ordinary kind used in telegraphic work, and needs no description. The clock requires to be a good one, with a pendulum swinging exactly once in a second, and at each oscillation touching a point connected with the current, thus causing a corresponding motion to the armature of the chronograph holding the pencil. Where portability is demanded, a break-circuit chronometer may of course be substituted for the clock. The chronograph consists of a revolving cylinder, over which is suspended a stylographic pen held by the armature referred to, and the beautiful machinery of the apparatus receives its motive power from weights suspended by pulleys under the table on which it rests. Attachments are connected to regulate the speed, which for convenience of counting to scale used we set at one revolution in 40 seconds, each second marking a space of half an inch on the paper, which may be removed as often as desired; the machine may also be stopped at will on touching an arrangement for that purpose.

"We will suppose everything set up in its place, the circuit complete, the clock carefully set to run correctly and the chronograph revolving at the proper rate, when the pen will be found marking on the revolving cylinder a continuously interrupted line, each space being one second, the divisions being caused by the motion imparted to the pen as each beat of the clock is transmitted over the wire. Should no interruption occur in the circuit, this would continue until the paper was full or the machine stopped, but if the circuit be opened only for an instant, an additional mark will appear on the score, as in the start and finish of a race, which are arranged thus. The starter's pistol has an arrangement on the barrel terminating in a wire, which, on being attached to the switch, still completes the circuit, but when the pistol is fired the points at the mouth of the barrel are opened by the flash, and *this moment*, which timers always have such difficulty in getting just right, is registered instantly on the chronograph score. At the finish, a thread is stretched across the track and attached to a circuit-breaker so as to be sufficiently 'taut' without opening the current, which is done when the winner pulls the thread in crossing the line and closed by the breaking of the thread allowing the points to come together again, all done in a flash and again registered on the chronograph. The paper is then removed, the seconds measured or counted, and the fractions scaled to the hundredth part of a second.

"It may be objected that this will only give the time of the first man; but as his time only is of importance, less attention is paid to second men, often none at all. It could, however, be arranged, if desired, to have each man come in in a particular place and have separate threads for each. In bicycling, this difficulty is obviated by having the thread a little stronger and placed close to the ground, so that the pressure of the wheel will be sufficient to open the circuit, which is closed again when the bicycle passes over.

"This mode of timing was first used by Prof. McLeod at the championship games of the M.A.A.A. in the fall of '83, and again at the McGill University sports in the fall of '84, the break-circuit chronometer and the chronograph employed on these occasions having been temporarily taken from the McGill College Observatory; but in 1886 Prof. McLeod kindly offered to superintend the construction of an apparatus specially for the M.A.A.A., which was first used at the championship meeting of the Canadian Wheelmen's Association on July 1st, and again at the fall games of the M.A.A A. on September 18th, on both occasions proving an unqualified success and compelling admission from the most skeptical that means had at last been found of placing 'time-keeping' on a scientific basis and insuring accuracy beyond question. The advantage of having 'records' in black and white filed away for reference should they ever be questioned, is patent to the least experienced in these matters."

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Messrs. Ross & Simpson, two live members of the Hamilton B. C., have opened up a cycling agency in the Arcade, Hamilton. They will handle the Rudge wheels for Messrs. Chas. Robinson & Co., and will keep a supply of sundries in stock, which will be a boon to the wheelmen of the Ambitious City

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E. M. Aaron has resigned his membership in the L. A. W.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. W. A. KARN, Woodstock, Ont.
Vice-Pres.—Mr. J. D. MILLER, Montreal, P.Q.
Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

NO. 4 APPOINTMENTS.

The members of the Midland District No. 4, C.W.A., are hereby advised that the following appointments have been made in the District with the sanction of the Board of Officers, viz.:

Official Tailors...Brignall & Thompson...Belleville.
" Repairers.J. M. Walker & Co..... "

The C.W.A. cloth can now be obtained from the above, while any repairs except rubber work can be satisfactorily performed.

Yours fraternally,
W. P. WAY,
Belleville, March 14, 1887. *C.C. No. 4.*

:o:

APPLICATIONS FOR MEMBERSHIP,

Unattached, add 12:

E 0001, H H Prouty, Roxton Falls, P.Q.
E 0002, L E R Povuer, " "
E 0003, H A Kingsmill, Chatham, Ont.
E 0004, Thomas Gibson, Wroxeter, Ont.
E 0005, Alexander Cloutier, Essex Centre, Ont.
E 0006, Chas E Simmons, Petrolea, Ont.
E 0007, John Robinson, Niagara Falls, Ont.
E 0008, E M Mihill, Grimsby, Ont.
E 0009, A B Bowlby, Windsor, Ont.
E 00010, F Matthews, Lindsay, Ont.
E 00011, W J Gallon, " "
E 00012, E Agur, Glenallen, "

Napanee Club, add 10:

E 00013, W C Smith
E 00014, W J Normile
E 00015, H A Roe
E 00016, A M Sweetman
E 00017, A R Boyes M.D.
E 00018, W A Foster
E 00019, W Pringle
E 00020, G A Caton
E 00021, G C F Ward,
E 00022, Archie Clark

Forest City Club, London, add 4:

E 00023, H Rowlands
E 00024, A Hargreaves
E 00025, Jos Knowles
E 00026, E Rowlands

Colborne Club, Colborne, add 8:

E 00027, Thorn. Huyck
E 00028, H S Keyes
E 00029, P H Philip
E 00030, G M Teasdale
E 00031, F McGlennon
E 00032, R J C Skinkle
E 00033, Robt Cooke
E 00034, Jas Staunton

Brantford Club, Brantford, add 26:

E 00035, D Glass
E 00043, W F Patterson
E 00044, H G Howell
E 00045, A G Malcolm
E 00046, H Yeigh
E 00047, J T Hewett
E 00048, Harry Fair
E 00049, Chas Tipton
E 00050, A T Christie
E 00051, G A Sleaman
E 00052, J H McLean
E 00053, Henry Hunter
E 00054, J D Grant
E 00055, E A Thomps'n
E 00056, D Grant
E 00057, Fred H Yapp
E 00058, D Dempster
E 00059, S M Thomson
E 00060, Jas Millar
E 00061, Fred Fawkes
E 00062, R M Orchard
E 00063, Dr E Hart
E 00064, Fred Laxford
E 00065, J A Wallace
E 00066, E Callis
E 00067, J H Simmons

Cobourg Club, add 11:

E 00078, E Butler
E 00079, Robt Patterson
E 00080, Ames Sherer
E 00081, Wm Hewson
E 00082, H W Williams
E 00083, Ham Burn
E 00084, W H Fligg
E 00085, W H Fisher
E 00086, J Hargraft
E 00087, W G R Bond
E 00088, C C Field, jr

:o:

APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto.....	W H Cox.....	Walker House*
"	C H Riggs.....	"
Newmarket...	T C Watson...	Royal (recomm'd)
Acton.....	Chas Gibbons..	....
Drayton.....	J W Powley .	....
Palmerston....	A Knowles....	Queen's Hotel
Aurora.....	J J Ross.....	Royal Hotel
Owen Sound..	D L Harrison..	Coulson House*
Markham....	....	Franklin House

* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments for the Midland District for 1887 is as follows;

Official Tailors...Brignall & Thompson...Belleville.
" Repairers.J. M. Walker & Co..... "

Place.	Consul.	Hotel.
Bath.....	J A Minnes...	Wemp's
Belleville	J S Bonar.....	*Anglo-American
Bobcaygeon....	F E Bell.....	....
Bowmanville...	H Chandler..	Rheubottom's
Brighton.....	Harry Whittier	*Central
Campbellford...	J B Ward.....	Windsor
Cobourg.....	W G R Bond..	*Dunham
Colborne	....	*Brunswick
Consecon.....	A McDonnell..	*Prince Edward
Desoronto.....	H J Normile ..	*O'Connor
Ernestown	C Mitchell....	....
Fenelon Falls...	A E Ames....	Mansion
Frankford	F B Hope....	Clarke
Harwood	A Will Donly..	Lakeview
Hastings.....	E A Reid.....	*Royal
Kingston.	D R Dupuis...	*Burnett
Lindsay	W J Gallon....	*Benson
Madoc.....	Geo Biggar....	*Moon's
Marmora	W A Lingham.	McWilliams's
Marysville.....	T McCormick..	Culhane
Millbrook.....	C W Clelland..	Roper's
Napanee.....	G C T Ward, M.D.	*Campbell
Newburgh.....	G A Caton	Hope's
Newcastle.....	Carl B Kent...	*Windsor
Newtonville....	E T Bowie....	...
Norwood	V Halliday....	Brennan's
Odessa	W J Renton...	*Sproule's
Omemee.....	Jas McNamara.	Blackwell's
Peterboro'	G A Schofield..	*Grand Central
Picton	B W Reynolds.	Royal
Port Hope.....	....	*St Lawrence Hall
Shannonville...	R E Clarke....	Lorne
Springbrook....	J B Wilson....	McWilliams's
Stirling..	C F Nicholson.	Scott's
Trenton..	C A P Godson .	*Queen's
Wellington.....	G E Reid.....	Garratt's

* Proprietor has signed contract and gives discount of 25 % to members of C.W.A. All others are $1.00 per diem.

Yours fraternally,
W. P. WAY,
C.C. District No. 4.
Belleville, April 14, 1887.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa.....	Major Walsh...	....
Cornwall	H Turner.....	....
Brockville..	J W Splan.....	....

C. T. C.

To the Editor.—THE CANADIAN WHEELMAN claims to be the official gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

What is the Cyclists' Touring Club in Canada? Who are its members? Who are its officers? What does it do for touring? etc., etc. You have simply to write the name and (?) What is it? It has a name, for we have seen that Salvation Army badge worn, and that proudly, too, in Montreal, and have seen, through the *L.A.W. Bulletin*, that the C.T.C. has introduced a new badge, which has been claimed to be an infringement on L. A.W. patents. With all this happening, the C.T.C. official organ in Canada has been dumb as an oyster. Who are the Canadian executive of this effete old-world institution, and what are they doing for their honors?

I understand, from the *C. T. C. Gazette*, a *monthly* wheel paper published in England, that the C.T.C. had in 1886 a membership of 25,000, and that 45 men belonged to the Canadian division. Now, who are the 45? Who is their C.C.? Who are their Local Consuls? Where do they tour, and what stands in the way of their meeting in Brantford, exchanging ideas, if necessary *bouncing* the present overworked staff of Canadian officers, working some enthusiasm into the Canadian contingent, and showing that the C.T.C. *check* is good for something, and is not merely a paper honor conferred upon those who have been to *Yrrup*. Come, gentlemen, either push the C. T.C. or the C.W.A., or "get!" Stand not on the order of your moving, but move at once.

C. T. C.

:o:

THE MEET.

A meeting of the Executive Committee of the C.W.A. meet was held at the Kerby House; Brantford, on the 15th April. The C.W.A. were represented by their President, W. A. Karn, of Woodstock; Secretary H. B. Donly, of Simcoe, and W. M. Begg, of London. The programme was decided on, and the questions of the track, grand stand, etc., fully discussed. The following is the programme as decided on: A 1 and a 5 mile bicycle championship, and a 1 mile tricycle championship of Canada, open to all amateurs resident in Canada; a ½ mile dash; a 2 mile green race on road machines; a 1 mile safety race, and a ½ mile without hands, open to members of the C.W.A.; and a 1 mile, 3 mile lap race, and a 10 mile open to all amateurs in America. The Committee will offer very liberal prizes for the above races, and in the 1 mile bicycle championship race will award a diamond C.W.A. pin, provided the Canadian record is broken. They will also offer a handsome prize for the largest representation of any club at the meet and for a 1 miles club championship open to members of the Brantford Club.

:o:

PETE'S PARAGRAPHS.

Everything connected with wheeling is in full blast. The block-paved avenues are alive with wheels, and the clubs are displaying unwonted activity, both having inaugurated the Saturday runs for the season. Early morning tours and after-tea jaunts are also on the programme. The cycling inspection is spreading among the young and old. The juveniles are organizing as a junior branch of the Wanderers, while the more elderly members of the noble army nightly congregate on safeties in the vicinity of Clarence Square.

Both clubs will, no doubt, be largely represented at the Woodstock meet on the 24th, while Brantford will be inundated on the 1st of July.

Geo. Terry was in town the other day. He has been under the weather, I am sorry to say, and is anything but like his old self yet. He is suffering from blood-poisoning, caused by coming in contact with poisoned ivy.

Mr. E. Winn Farwell, of the Sherbrooke, Que., Bicycle Club, was in town the other day.

Toronto, April 29, 1887.

With the Clubs.

WANDERERS' NOTES.

Wheeling has once more started, and the boys are at it for all they are worth. We have now got to be a club of 185 members, out of which over 100 are riders, and we now stand the first to be and only incorporated bicycle club in Canada. Everybody commends our new club-house in the highest terms, and it is with pride that a Wanderer will show a visitor through the most complete and best-furnished club-house in Toronto. We have come to stay, and the one or two charter members in the club can look back to the old days when meetings were held in a 12+10 room. However, it is our motto to "get there," and "there" we are.

On Good Friday a run was called, and although a pleasant day, only some 25 members turned out and enjoyed an excellent spin around the city. In the afternoon, several members started for the Half-way House, nine miles east of the city, to win the prize presented by the Captain for the first man to reach there. First to get there was Fred Foster, who wins the prize. Close behind Foster came Artie Brown and Charlie Miller, who would have finished in a dead heat had not Brown taken a nasty header and finished in the four-inch deep mud. A run to Whitby is in order soon, and some 30 have promised to take it in.

The club has gone back to theirold '82 suits, and orders are flooding the tailor. It is said he received fifteen orders in one day alone. Our new club badge has been made at great cost, and will be registered. A die had to be cast, and already over fifty have been sold to riders only. Our first big trip will be to Woodstock, I think, and we will bring a crowd, and also our Freddie, who we think can lick anything. We have had several invitations to spend the 24th out of town, but Woodstock is likely to catch us, so look out for those Wanderers, O'Neill.

Last night we had our opening night; and here I might give your readers a specimen of how the *World* reporter wrote us up after we had "entertained" him:

"THE WANDERERS' CLUB-HOUSE.

"In case anybody shouldn't know what that handsome new building on the northeast corner of Wilton avenue and Victoria streets is, the *World* desires to tell them that it is the club-house of the Wanderers' Bicycle Club, the only one of its kind in Canada. The house has been open to members, but the formal opening took place last night, when an "At Home" was given, and fully 250 young gentlemen enjoyed the hospitality of the club. A general invitation had been extended to the members of the Toronto Bicycle Club and to many other admirers of bicycling. The visitors were all delighted with the commodious house, and the handsome and costly furnishings of its two parlors, two billiard-rooms, smoking, and card-rooms, and reading-room. The carpets, furniture, hangings and pictures are all new and beautiful, and the house is a model. The Hon. President, Dr. A. Macdonald, President Riggs, Capt. Orr, and, in fact, every Wanderer present, treated their guests in the best manner, and made them feel at home. Choice refreshments were served in an upstairs room, and the whole house was thrown open. There was an excellent musical programme provided. Among those who took part were: Messrs. T. Lalor, G. H. Orr, Alf Smith, Bert Brown, C. B. Doherty, jr, McBrine, A. B. Cameron, G. E. Cooper, Spink, Alexander, and Master Sparling. Messrs. J. Alexander and R. Widdowson gave a couple of recitations, and Mr. Cooper related pathetically his experience as a bicyclist. The Wanderers are on a smooth road to assured prosperity, and they are bound to get there with both wheels."

At a late meeting of the club we put through 48 new members for two weeks' proposals. In the words of the *World*, "You bet we are getting there with both wheels." Well, I'm afraid I'm setting too long a pace for your excellent columns, but then you know the pace is never too fast for a "WANDER'-OR."

BRANTFORD.

This is the first of May, and we have but two short months before the members of the Association from Prince Edward Island to Manitoba will meet at Brantford, at their fifth annual race meet. The various committees are working hard to get everything into shape for that date. They have already had their advance programme printed, and ere this it will be in the hands of the various members of the association. In it will be found the programme of events as decided upon, and we think that every racing man in Canada, and quite a number from the neighboring Republic, will be able to find therein sufficient inducement to be with us on July 1st, and we feel confident that they need have no fear in regard to the condition of the track on that day. We have called for tenders to level and roll the track, and to have it in first-class shape by June 1st. As soon as the tenders are in we shall let the contract, and see that the specifications are correctly followed out.

We have already had the promise of several racing men from the States, and in our own Association reports are coming in that Davies, Foster, Clarke and Ross are all after those championships, and it has even been rumored that some Simcoe man, called Donly, has his eye on the diamond pin given in the 1 mile championship race, if the Canadian record is broken. However that may be, our own boys are certainly all turning out fast men. Our genial Secretary has just purchased an elegant new racer, with which the records are all to be knocked endwise, and several others are negotiating for similar wheels. Foster will have to look to his laurels, or the championships will be left in Brantford.

Several of our boys were at Toronto some days ago, and while there paid a visit to the Wanderers' Club-house, and they report that they are perfectly exquisite — just too lovely for anything. The rooms are all fitted up in the latest styles and with the most expensive furnishings. The Wanderers have certainly shown us what can be done by united action and hard work, and although the house is fitted up rather too elaborately for our ideal of a club-house, still we must congratulate Capt. Orr on having the handsomest club quarters in Canada.

W. A. Karn, President C.W.A., H. B. Donly, Secretary C.W.A, and A. M. Begg were in the city last week attending a meeting of the Executive Committee of the meet. They report that it will cost in the neighborhood of $400 to fix up the track, but the committee were equal to the occasion, and decided to put it into first-class shape even if it cost three times as much. We have already had two club runs to Paris — one, the "Pioneer" run, about March 15th, and one on Good Friday. Can any club discount that?

"CARL."

THE TORONTOS.

In Toronto, the indications were never more auspicious. The old Toronto Club, which has done so much for the development of cycling in the past, is again to the front, and will still, no doubt, maintain its reputation as one of the leading wheel clubs in Canada. The racing element, which has always been one of its strongest features, will, it is expected, receive a fresh impulse by the infusion of new blood. Great things are expected from this source. At a late meeting, much enthusiasm was displayed, several new members being elected and others proposed. Some discussion took place with regard to a proposed athletic meeting for the holiday in connection with the Queen's Jubilee celebration, and if the grounds are to be had on reasonable terms a first-class day of sport may be looked for. A very interesting series of runs and tours for the season has been arranged, and everything in connection with the club looks well.

ST. THOMAS BICYCLE CLUB.

The seventh annual meeting of the St. Thomas Bicycle Club was held on April 19. There was a good attendance of wheelmen, and by all appearances the club will be an energetic one during the year '87. Mr. A. E Domville was unanimously re-elected Captain, and Mr Geo. Ingram Secretary. Mr. Harry Broderick was elected Sub-Captain. It was decided to join the C.W.A. in a body, and to attend the Brantford meet in as large numbers as possible.

HAMILTON BICYCLE CLUB.

The annual meeting o the Hamilton Bicycle Club was held in the club-rooms April 6, when the following officers were elected for the ensuing year: President, C. W. Tinling; Vice-President, C. Bews; Sec.-Treas., R. H Skinner (re-elected); Captain, C. Graham; 1st Lieut., R. A. Robertson; 2nd do., J. D. Laidlaw; Standard-bearer, E. Carpenter; Bugler, C. H. Ross (re-elected). The committee appointed for the purpose of seeing what could be done towards getting a quarter-mile track reported that Dundurn Park could not be secured, and that arrangements to have one made in some other suitable place would be made if possible.

MONTREAL BICYCLE CLUB.

A large and enthusiastic meeting of the Montreal Bicycle Club was held in the Club-house, Mansfield street, on Thursday, April 14th, when the following were elected officers for the coming season: President, J. D. Miller (re-elected); 1st Vice-President, F. G. Gnædinger; 2nd do., J. T. Barlow; Hon. Sec., Richard F. Smith (re-elected); Capt., H. Joyce (re-elected); 1st Lieut., J. T. Gnædinger (re-elected); 2nd do., E. W. Barlow (re-elected); Treasurer, R. Lloyd (re-elected); Bugler, J. T. Ostell; Standard-bearer, J. H. Robertson (re-elected); Committee, A. T. Lane, L. Rubenstein, E. W. Barlow, H. Joyce, and J. T. Gnædinger.

COBOURG BICYCLE CLUB.

A meeting of the Cobourg Bicycle Club was held at the Arlington Hotel on Wednesday evening, April 13. There was a full attendance of local wheelmen. The officers for the season of 1887 were elected as follows: Hon. President, Lieut.-Col. J. Vance Graveley; President, John Hargraft; Vice-Pres., H. Williams; Sec.-Treas., E. Butler; Captain, W. G. Bond; 1st Lieut., Robert Patterson; 2nd Lieut., W. Fisher. The prospects of the Cobourg Bicycle Club this season is excellent. There are now 28 wheels in town, and the number will be increased. The club decided to enter the Association, where they expect to secure a leading position before the close of the season.

BRANTFORD BICYCLE CLUB.

At a meeting of the Brantford Bicycle Club, held on Wednesday, April 13th, the following officers were elected for the ensuing year: Hon. President, Hon. A. S. Hardy, Provincial Treasurer; President, D. Glass, Esq.; 1st Vice-President, J. Hall, Esq.; 2nd do., W. J. Knowles, Esq.; Secretary, Wm. Patterson, jr.; Treasurer, Wm. E. Buck; Captain, C. R. Fitch; 1st Lieut., C. Duncan; 2nd do., W. G. Killmaster; Bugler, G. D. Heyd; Standard-bearer, H. Howell. The club outlook for the year is exceedingly bright, and it will be the best year Brantford has ever had, as far as bicycling is concerned.

BELLEVILLE BICYCLE CLUB.

The Ramblers, of Belleville, have elected their officers for the year 1887, and are simply going to keep the roads of the Midland District hot this summer. The officials are as follows: President, Henry Corby, Esq. (4th year); 1st Vice-President, Thos. Ritchie, Esq. (4th year); 2nd Vice-President, Mayor W. H. Biggar; Sec.-Treas., W. E. Foster (2nd year); Captain, H. A. Dean; 1st Lieut., W. A. Lingham; 2nd do., Thomas McCormick; Bugler, Harry Price; Standard-bearer, Fred Foster; Handicapper, W. P. Way. The club are going to wheel to Brantford—that is, all who can get away, and they will be heard from at the meet, not on the track, but at the hotel dinner tables.

DETROIT BICYCLE CLUB.

The following are the officers of the Detroit Bicycle Club for 1887: President, B J. Holcombe; Vice-President, Chas. Alvord; Secretary, P. N. Jacobsen; Treasurer, Geo. O. Williams; Captain, A. F. Peek; 1st Lieut., A. D. Bowlby; 2nd do., Geo. Lane; Bugler, J. H. Ames. Executive Committee: President, Secretary, Treasurer, A. F. Peck, J. W. Kneeshaw, John Hanley and A. D. Bowlby.

VICTORIA BICYCLE CLUB, MONTREAL.

The Victoria Bicycle Club, of Montreal, has been reorganized with the following officers: Captain, R. Ash; 1st Lieut., E. H. Pickard; 2nd do., F. Hankins; Sec.-Treas., G. B. Ash. The club was reported in a flourishing condition, and expects to make things hum this season.

Wheel Tracks.

A strong effort will be made to hold a big bicycle tournament at Worcester next fall.

A bicycle section has been opened by the French military school at Joinville-le-Point, Paris.

Albany, N.Y., has got the knickerbocker craze, and will endeavor to thrust knee pants into popular favor.

The directors of the Lynn Track Association have decided to hold a race meeting on the afternoon of May 30.

The Boston Club has rescinded the by-law making the club a League Club, and will henceforth be unattached.

The *Wheelmen's Gazette* says: "Tricycles, as usual, will all be built with three wheels." This is in the nature of startling news.

The St. Louis meet programme is nearing completion. An effort was made to have Ayers do the descriptive work, but he declined.

The *Owl* says: "They are going to bring out a new bicycle called the 'Boston.' We suppose it will be fitted with an extra large hub"

Dr. Richardson, of England, says in regard to cycling: "It promotes a healthy desire for wholesome food." The doctor is drawing it very mildly.

Massachusetts has passed a bill making it compulsory upon cities and towns to erect guideboards at every crossing and corner. This will be a great help for tourists.

The Inter-State Commerce Bill is causing the Committee on Transportation much trouble in regard to securing reduced rates for L. A. W. members attending the meet at St. Louis.

Buffalo is the next city to start the ball a-rolling for a fine athletic club. All the athletic organizations of that city have combined, and have started well along the way to complete the preliminary details.

"There's no business in the world," says the *Bulletin*, "which can be carried on successfully in the face of a loss of fifty per cent." How about driving a water-cart, old man?—*San Francisco News-Letter.*

Hear the robin's joyous note,
And the festive caliope
Trilling on the crisp May air;
For the wheelman and the robin
And the violet are bobbin'
Up serenely, almost everywhere.

Massachusetts talks of putting a legal holiday just where it is wanted,—the first Monday in Sept. There is a long wait from July Fourth to Thanksgiving, and wheelmen will enjoy a holiday midway.

Now that the American team are in the old country, we shall probably soon hear of Woodside and Wood, side by side at the finish of some twenty mile race.

Note to comp.—Don't leave out the comma in above paragraph or there will be blood.—*Wheelmen's Record.*

Wm. A. Rowe will ride a wheel for the Pope Manufacturing Company this year, and be prepared to meet all comers. When the Colonel told the young man he was engaged, Wm. A. Rowes and immediately went into training.

We expect to hear next, that Kennedy-Child is first uncle or third nephew to the Emperor of Timbuctoo. The latest is, that the "ubiquitous" is a near, dear and valued relation of the great Parnell. That bad bird the "Owl" is responsible for the story.

The New York Club, one of the oldest clubs in the League and the oldest in New York, has come to the conclusion that parading on the road in uniform like cavalry is not what the bicycle is intended for; it is for exercise and pleasure combined, which is acquired to no such extent in any other outdoor sport, and have annulled the rule requiring members to wear the club uniform.

Tom Harwick, the "cow-boy cyclist," of Galena, Kan., has written for permission to enter the Clarksville road race and obtained it. Harwick is a professional, and has a record of 746½ miles in 48 hours (12 hours a day on a track), and 25 miles in 1.19.55.

The meet committee of St. Louis estimate the cost of the L.A.W. meet in that city, this spring, at about $5000. Nearly $2000 has already been pledged, and the committee feel confident that the full amount will be raised by the time the money is needed.

The *Bulletin* is cutting down the reading matter. Of the four evils named as inevitable, *i.e.*, raising the League dues, charging a subscription fee for the *Bulletin*, discontinuing the publication of the same, or reducing its size, the last seems to be the least injurious.

A movement is being made in Albany towards the adoption of knickerbockers as a regular business suit for everyday wear, and over one hundred and fifty names have already been enrolled towards the formation of the Comfort Club, as it has been very appropriately called.

The "Bicycle Loss and Repair Insurance Co." is the latest thing in the wheel world. It is designed to reimburse policy-holders for loss of, or heavy repairs to, their machines, and is said to be meeting with favor in Washington and Baltimore, where its career is opening.

At present the L.A.W. membership rolls bear about 9,000 names, which number is largely in excess of any previous year at this season. With the many new members sure to join during the coming season, the close of 1887 will be likely to show a total of close upon 15,000 members.

A six-in-hand machine was tried in England recently, being propelled by H. W. Staner, Golder, Sturmey, Hillier, Pendennis and Lea. The machine is practically three tandems hitched together, and is the product of Messrs. Singer & Co. The experimental run was voted a great success.

A bicycle club has been organized in Chatham, with the following officers: Hon. President, S. F. Jarvis; President, A. Richardson; Vice-Pres., W. B. Wells; Sec.-Treas., H. Stevens; Capt., H. Kingsmill; Executive Committee, J. Whan, W. Richards, W. Taylor, T. H. Walters and R. J. Cathcart.

Tennyson tell us that "in the spring the young man's fancy lightly turns to thoughts of love." That may have been the case forty years ago. Nowadays the average young man spends the time trying to discover whether he will be able to get a new wheel, or be forced to ride his old one for another season.

Mr. A. Kennedy-Child is a cousin to Parnell, the great Irish leader, and at one time it was Mr. Child's intention to stand in the Parnell interests for one of the seats in the House of Parliament, but his family's influence to the contrary was brought to bear upon him, and England's loss became America's gain.

It has been suggested that candidates for office in the L.A.W. follow the English example of having such aspirants issue addresses to their constituents. A public declaration of policy *before* election might be a good thing. We could then determine as to which candidate we wished to support.—*Bicycling World.*

On May 30 the Chicago Club will hold a great open-to-all handicap road race. The route will be from the Leland Hotel, Chicago, to the Hotel Florence, Pullman. The distance is about twenty miles, and the prizes offered are valued at about $600. Kluge and Van Sicklen will be there, and it is hoped that St. Louis will send a strong team.

English wheelmen are just now talking about the ride of James McIntosh from Dundee to London. This ride becomes marvellous when we consider that the rider has lost both legs The machine was an old Excelsior rear steerer with three unequal size wheels, and fitted with hand levers. He was twenty days making the trip, and he arrived in London in fine condition.

The Webster mileage medal, presented by the ex-President of the Toronto Bicycle Club, was won by Walt Thomas, for wheeling the greatest distance in the club runs of 1886.

This year will undoubtedly be noted for the advent of new cycling clubs. In Springfield one has been started with 40 charter members, and one in Boston with 50 charter members; also a club in Poughkeepsie with 25 members, and in Albany a number of the Albany Club have withdrawn and formed a new club.

Furnivall has repeatedly given it as his intention to retire from the path and not race this season, and we believe he will stick to his determination and retire a practically unbeaten man. It is possible, however, that he may get into form for some of the challenge cups he holds, in which case we should not be surprised to see him utilize his form for another cut at the records.—*London Cyclist.*

The Smallest Bicycle in the World.—We have spoken of the strangest and of the biggest cycle in the world. The latest thing in that line is the tiniest. This was exhibited in the Stanley Show by Messrs. Vaughton & Sons, of Birmingham. Constructed of pure silver, its height was five and a quarter inches, and it weighed two and a half ounces. The spokes screwed into the hubs, and one spanner unscrews all nuts.—*Bicycling News.*

"The United Order of Toughs" is an organization in St Louis for the development of dare-devil riders. To become a member, the candidate has to endure a course of initiation consisting of rides over the roughest, toughest, softest, ruttiest roads, and over the steepest and most tortuous hills. If he survives these, then the critical test of riding on the top of a stone wall and along a snake-fence, if passed successfully, entitles the tyro to full honors as a member of T.U.O.O.T.

During last season the Philadelphia Club offered two prizes, open to all members of the club, for the encouragement of riding. One of these was called the "President's cup," having been donated to the club by President Bartol, which cup was to be the property of the member riding the greatest number of times during the season. The other prize, known as the "Captain's cup," presented by Capt. Ewing L. Miller, was to be won by the member riding the greatest number of miles in the same time. Mr. E. W. Burt won both these prizes.

A string of a dozen tricycles, each engineered by a miss of not more than fourteen years of age, was seen encircling one of the blocks east of Broadway. "Yes, this is a tricycle club," said a modest and pretty child who was asked the meaning of the procession. "We have nearly forty members. Most of us live in this part of the town, and some of us are out riding every afternoon. The club has no name yet." And with this information she started vigorously in pursuit of the rest of the machines, which had kept steadily on their way. It is a pretty and healthful sport for girls.—*Oakland (Cal.) Inquirer.*

The Indiana Bicycle Co. has just completed a most unique cycling novelty. It is nothing less than a tandem unicycle. This machine was built by the company especially for Prince Wells, the fancy rider, after drawings and specifications furnished by Mr. Wells. The wheel is fifty-four inches, of full roadster weight, but with tangent spokes, great strength and rigidity being necessary. Around the wheel extends an elliptical frame, which is adjustable upon the axle much in the manner of a "teeter-totter." One rider is seated on the front and the other on the rear end of the frame, and the difference in weight equalized as much as possible by the adjustment of the frame on the axle. The riders sit facing in the same direction, each one pedaling, the pedals being connected with the wheel by adjustable gearing chains. The machine is geared for a rapid pace, for it will be necessary to maintain great speed in order to keep the wheel erect. There is no steering attachment whatever to the wheel. The guiding will be done by the riders swaying their bodies to and fro.—*Wheelmen's Record.*

Percy Farnwall, the English champion, will race this year after all.

A tournament will be held at Denver, Col., in May, a special feature of which will be a mile race between Percy Stone and W. F. Knapp.

Kaufman's latest achievement is to balance himself on one wheel, and then give a juggling performance. This has taken tremendously in Glasgow, and the local papers speak in the highest terms of his performance.

The CANADIAN WHEELMAN publishes an article on the "Use of the Revolver." We have not read it, but we suppose it is intended to give us some pointers on how to conduct League squabbles.—*Wheelmen's Record.*

A wheelman met his death at West Bromwich, London, Eng., March 19. Whilst riding past a steam tram car a foot-ball was kicked by some boys under his wheel, and, falling in front of the engine, he was killed on the spot.

Another Irish record gone, and Mr. Woodside is the man to capture it. This time it was the five-mile record. On Saturday, 2nd of April, he started to make the attempt on the Ball's Bridge grounds, and rushed over the five miles in 14.47 1-5. Previous best, 15.7 4-5.

W. M. Woodside rode a mile on the track at Ball's-bridge, Dublin, Ireland, March 29, in 2m. 44s. The Irish amateur record is 2m. 47 1-5s., by R. J. Mecredy, who, on March 30, rode a tricycle one mile in 2m. 58s. Woodside won the handicap race at the tournament there on April 11.

I must say that bicycle riders are very seldom hurt, although they sometimes have hard falls. They seem to learn how to fall, after having taken a few headers, so as to light on the ground easily. After a man has fallen once or twice he learns how to gather himself before he reaches a landing.—*St. Louis Globe-Democrat.*

The first bicycle club in Canada to become incorporated is the Wanderers' Bicycle Club, of Toronto, whose incorporation is dated April 16th, 1887, under the Act of the Revised Statutes of Ontario, chapter 167, the first five named officers in the charter standing:—C. H. Riggs, Charles Robinson, G. H. Orr, F. J. Morphy and L. A. McBrien.

The Kincardine Bicycle Club held its annual meeting in the Royal Hotel April 26. A large number of new riders were added to the old list, and reports show the club to be in a flourishing condition. The following officers were elected for the ensuing year:—President, H. A. McIntosh; Vice-President, F. A. Kerman; Captain, F. E. Coombe; 1st Lieutenant, W. R. MacIntosh; 2nd Lieutenant, Ross Robertson; Bugler, John Crawford; Standard-bearer, M. MacPherson.

When the bicycle came in like a flood, it was confidently predicted that knee-breeches would become popular, even with pedestrians, but as the English have continued to wear the long cylindrical style, the leaders of men's fashions in this country have not dared to undertake the reform, although some of the best tailors have exhibited knee-breeches costumes in their fashion plates with "honorable mention." A Chicago man, who has no fear of the New York Brummel before his eyes, has undertaken to give knee-breeches a boom, and is trying to enlist fifty followers who will pledge themselves to wear knee-breeches for a while, till the fashion is set. Success to him !—*Springfield Union.*

A plant that is calculated to puzzle botanists in general has just been discovered by an American cycle-maker, who declares, on the front cover of the *American Wheelman*, that he has the largest "Cycle Plant" in the country. We have long searched about for an occupation for the Society of Cyclists during the coming season, and for some place they can take by storm, as they did Colchester last year, so having found the home of a curiosity, we beg to call their attention to it and to recommend them all—they won't require a whole troopship for their conveyance—to journey over to America and report upon it. Single dahlias, the latest chrysanthemum, and even the last orchid, will be right out of it by the side of the "largest Cycle Plant."—*Bicycling News.*

A club in the West of Scotland, met in committee, seriously and solemnly discussed the insertion of the following in its rules:—"No profane language will be allowed in the club at headquarters or on club runs." A heated discussion followed, when it was suggested by one of these sapient legislators that the words "except immediately after a spill," be added, and the proposal, which before this seemed in danger of being put aside, was carried with acclamation. When the punishment for the offence—drinks all round at the nearest pub.—is made known, it almost seems a case of falling from the frying pan into the fire, and appears worthy of emanating from the "Tare an' Onns Club."—*Scottish Umpire.*

Chief Consul Geo. R. Bidwell, of Mass., U.S., seems never to tire of finding new and practical modes of bringing the great unwashed into the sheltering folds of the L. A. W. He is having struck off a large number of cards, a foot square, upon which will appear the League badge, and notice to all wheelmen that they should join and support this organization. Attached to the card will be a frame, and in this will be constantly kept a full supply of application blanks. These will be double sheeted, perforated in the centre, on one sheet the blank, and on the other the Chief Consul's celebrated letter of appeal. The cards and blanks will be hung up prominently in the store of every dealer, hotel and club-room throughout the State, and the seed thus sown will not fail to bear a goodly crop of recruits. Infringers of this plan will be commended, not prosecuted. "Go thou and do likewise."

An amusing yarn comes from St. Louis. It seems that a rather unpopular member of a club there had made himself somewhat disagreeable to a few of his clubmates, who were looking for an opportunity to invite him to send in his resignation. It happened one night, after most of the boys were between the sheets, that this gentleman awakened to the fact that he had gotten outside of too much liquid nourishment, and straightway hied himself to the club-house for a bath. A very sensible conclusion, no doubt, but he somehow or other forgot to turn the faucet off before he yielded to the seductive charms of Morpheus, and he stood a fair chance of waking in a foreign country. Fortunately, or unfortunately, the janitor thought something unusual was occurring, and going into the bath-room, turned off the faucet before any harm was done. The element before referred to heard of it the next day, and at the next meeting of the club the *janitor was discharged.* Funny chaps, those St. Louisians.—*Bicycling World.*

The question of hats has been disturbing us now for nine long years, and though we fancy we have discovered the most suitable for all-round work, we are not sufficiently convinced to persuade our readers to give up all other styles and follow our example. The polo, in 1878, was, of course, the only cap suitable for cycling, everybody wearing it, from the silver-braided clubman down to the despised—at that time—unattached. It was fairly comfortable when it had not been soaked through many times, but the wearer of it never felt comfortable in it unless he also wore the knee-breeches and tightly-fitting jacket which accompanied it when on the machine. The straw was our next venture; this, on a hot day, was deliciously cool and comfortable, and, judging by other men's appearance, looked well; but alas ! in wind or rain, the wearer was the most unhappy being imaginable, the former delighting to curl itself around the brim and take its victim far, far away; the latter persuading the fast color of the ribbon to run to any extent into the plaits of straw, and make the "tile" sodden and heavy. The jockey cap, we are glad to say, never played a part in our experience. Then came the cricket cap, which was decidedly comfortable, but which looked hideous on the wearer when off a cycle, and diminished in size after a wetting or two. Now we have reached the Scotch travelling cap, or whatever it is called, with a soft brim or peak back and front, which pleases us mightily; for we think it comfortable, quite sensible-looking enough for touring in, or when wearing trousers, and without many of the disadvantages enumerated above. We may be mistaken, but we think we have found the rational head-gear at last.—*News.*

The Boston *Daily Globe* says of Thos. Stevens: "His face is bronzed almost in the extreme. In fact, it is a shade closely resembling unpolished mahogany, with that depth and hardiness which can only come from long-continued weather-beating exposure. He looks as cool as a cucumber, and has proved himself to be cooler than that. As one is looking at him, analyzing his physical proportions and facial expressions, he is struck with the resemblance to Stanley, the great African explorer. Both men are about the same size; both men are bronzed so that time can never remove the stain; both men have gained that sordid indifference to things animate or inanimate which comes from being exposed to every danger by natural element or human barbarity, and both have proved themselves possessed of minds capable of producing the most intensely interesting of graphically expressed sketches of personal travel. To see Mr. Stevens in the street, with his long overcoat and broad-brimmed felt hat, one not knowing him would be puzzled to know what or whom he is, and yet must accredit him of possessing something beyond the ordinary, and to see him at a banquet given in his honor, sitting in the midst of representative men, one is struck with that natural modesty and retirement, and that perfect lack of self-consciousness and conceit which might be justifiable in a man who has done what he has done, and who must know that he is worthy of all the honor his fellow-citizens are disposed to shower upon him."

:o:

DON'T SCARE CATTLE.

While the Wanderers were on their way to Whitby one Saturday one of the riders espied an innocent-looking cow by the side of the road, and riding up alongside of her, began chasing the bovine along the way. Suddenly she turned around, and, with head down and tongue out, came at the rider with a bad look in her eye. The bicyclist, thinking he could speedily leave the cow, started off at a four-minute gait, but the animal struck a racing pace, and along the road went the pair. The now terrified rider did his best to get away from the infuriated cow. Nearly a quarter of a mile did the race last, until the animal gave up the chase and let the rider gain his wind. Had the cyclist fallen or been overtaken the result might have been disastrous.

:o:

The League of the American Wheelman members are everywhere serving the general public as well as themselves, in striving with all their might to improve the condition of American roads, and keep them from the well-merited reproach of being the worst of those in use by civilized nations. —*Harper's Weekly.*

FOR SALE, a BICYCLE—EXPERT COLUMBIA. Full nickel plated, 52 inch. Almost brand new. Price $100.

Address "S. M.," Homewood, Toronto.

60 INCH BICYCLE FOR SALE. Half nickelled, balls to both wheels, and in good condition. Will sell cheap.—Address

A. D. BOWLBY, Windsor, Ont.

FOR SALE, CHEAP.

FRONT-STEERING, CENTRAL-GEARED "SPARBROOK" TRICYCLE. Ball-bearings to wheels, crank shaft and pedals; geared to 64 inches; in first-class condition.—Address

J. D. MILLER,
P.O. Box 1148, Montreal, Quebec.

Wheelmen, Attention!

HURRAH FOR WOODSTOCK!

Grand Jubilee Meet and Races

Woodstock, May 24th, 1887.

BELOW FIND PROGRAMME.

ON THE MORNING OF THE 24TH

A Grand Calithumpian Procession

Will form and march through the Principal Streets, starting at 9.30 a.m. After the march they will Parade at the Market Square, where

PRIZES WILL BE AWARDED FOR THE BEST COSTUMES.

In the afternoon, the visiting Bicyclists will parade from the Market Square to the Grounds, when the Sports will commence at 1.30 p.m., sharp.

A CHAMPIONSHIP LACROSSE MATCH

Will be played between the BEAVERS of Woodstock and a VISITING CLUB. One of the series for the Southern District Championship.

The members of the Winning Team will be presented with GOLD BADGES by Messrs. S. DAVIS & SONS, Cigar Manufacturers, of Montreal.

FIRST PART.

BICYCLE RACES.

1. FIVE MILE—Championship of Ontario		Gold Medal.
2.—ONE MILE—Green	1st Prize,	Gold and Silver Medal
	2nd "	Silver Medal
3.—FIVE MILE—Open	1st "	Diamond Ring
	2nd "	Diamond Scarf Pin
4.—ONE MILE—Open	1st "	Gold Watch
	2nd "	Diamond Sleeve Links
5.—TWO MILE—Championship of Oxford		W.A.A.A. Cup
6.—HALF MILE—Open (in heats)	1st Prize,	Silver Tilting Pitcher
	2nd "	Opera Glasses
7.—TWO MILE—Lap Race, Open	1st "	Gold Chain
	2nd "	Silk Umbrella

C.W.A. Rules to govern all Races. Green Races to be ridden on Road Machines.

The W.A.A.A. Cup for the County Championship, to be won three times before becoming the property of the holder.

Entrance Fee to all races, 50c. Post entries, 50c. extra.

Each event must have three starters or only one prize will be given.

All entries, except for Farmers' Race, must be made in writing to D. A. White, Sec'y W.A.A.A., on or before May 21st.

A TUG OF WAR

WILL TAKE PLACE BETWEEN TEAMS FROM

HAY'S FACTORY and the PATTERSON WORKS

A Challenge Cup will be awarded to the Winners, which will be open to competition during the season, between Teams from any Factory in Town, to become the property of the Team holding it at the end of the season.

A Prize valued at $75.00 will be given

The Bicycle Club having the largest Representation of Riders in the Parade, (Woodstock barred).

SECOND PART.

FOOT RACES.

1.—440 YARDS FOOT RACE—Open	1st Prize,	Silver Pitcher
	2nd "	Gold Scarf Pin
2.—220 " " " "	1st "	Silver Watch
	2nd "	Gold Sleeve Buttons
3.—100 " " " "	1st "	Gold Chain
	2nd "	Running Shoes
4.—220 " " " Open to Lacrosse players only	1st "	Gold Medal
	2nd "	Meerschaum Pipe
5.—150 YARDS FOOT RACE—Open to Military		Silver Mounted Briar Pipe
6.—220 YARDS FOOT RACE—Open to Farmers and Farmers' Sons, residents of the county, actually engaged in farming		Prize, a Bain Waggon, valued at $75.00

C.A.A.A. Rules to govern all Foot Races.

Military Race to be run in uniform.

Farmers' Race open to Farmers and Farmers' Sons, 25 years of age and over, who have never competed in any open race. Entries for this race close on May 14th, and every competitor must be able to prove his age and eligibility to compete to the satisfaction of the Committee. Entrance fee 50c.

Entries to Lacrosse and Military Races, Free.

Entries for Farmers' Race can be made at the W.A.A.A. Rooms, to D. A. White, Sec'y W.A.A.A., at S Woodroofe's Jewelery Store, or at J. E. Thompson's Hotel, up to May 14th.

THE QUICKEST TIME.

RECORDS OF TROTTING, BICYCLING, RUNNING, WALKING, AND SKATING.

Below we give a table of the world's records, carefully made, showing the status of different athletics at different distances. It will be noticed that the horse keeps ahead of the cyclist until he reaches the tenth mile. But in making comparisons it should be remembered that the horses are timed from a flying start, whereas the cyclist is timed from a standing start and the crack of a pistol. By this he loses some seconds in getting up speed.

At ten miles the bicycle is on top of the list with the records by Rowe, 27.7 1-5; Controller in harness, 27.23 1-4; John Stewart, to waggon, 28 2 1-2, and Gatehouse, on the tricycle, 29.26 1-5. After leaving the ten-mile post the bicycle and tricycle keep gradually passing ahead of the horse, and at twenty miles we find the bicycle (Rowe) about four minutes ahead of Captain McGowan, in harness, and the tricycle a little over a minute behind. We next look at fifty miles, and see both bicycle and tricycle to the front, the records being: Ives (bicycle), 2 33.54; Webb (tricycle). 3.11.15; Ariel, in harness, 3.55 40 1-2; and Sprangle, to waggon, 3.59.4. This shows the bicycle one hour and twenty-five minutes ahead of the horse, and the tricycle also about forty-seven minutes in advance.

Twice, and twice only, has a horse been pushed to the distance of one hundred miles, whereas numerous cyclists have made that distance in wonderful time. The horse Conqueror made one hundred miles in 8.56 away back in 1853, the cycling record for that distance being 5.50.5, made by Fry.

A glance at the table will also apprise the reader how the different athletic records compare with that of the bicycle at distances. Above 100 miles some great feats of endurance and time have taken place. A. A McCurdy, on the Star bicycle, holds all road records from 150 to 305 miles, which he has travelled in 24 hours. W. A Rowe, on a Columbia, covered over 22 miles in an hour's run at Springfield last fall; and John S. Prince has travelled 767 9-10th miles in 48 hours on an indoor track, riding an "American Champion" wheel:

World's Record.	1 Mile.	2 Miles.	4 Miles.	5 Miles.
	M. S.	M. S.	M. S.	M. S.
Trotting in harness..	2.08 3-4	4.43	11.06	13.00
Trotting to waggon..	2.16 1-2	4.56 1-4	10.34 1-2	13.43 3-4
Bicycle.....	2.29 4-5	5.11	10.41 2-5	13.23 4-5
Tricycle.....	2.46 4-5	5.37 2-5	11.26 4-5	14.27 3-5
Tricycle (tandem)....	2.43 1-5	5 34 2-5	11.30	14.22 3-5
Skating (rollers).....	3.11	6.17 1-2	.....	15.50 1-4
Skating (ice).....	2.12 3-5	6.56 1-5	14.10 1-2	17.45
Running.....	4.13 3-4	9.11 1-2	19.36	24.40
Walking.....	6.23	13.14	27.38	35.10
Rowing (single) 1½ m	8.36	13.21 1-2	27.57 1-2	33.56 1-4
Rowing (doub.) 1½ m	7.46 3-4	12.16	24.40	30.43 3-4

World's Record.	10 Miles	20 Miles	50 Miles	100 Miles
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Trotting in harness...	27.23 1-4	58.25	3.55 40 1-2	8.55.53
Trotting to waggon...	28.02 1-2	58.57	3.59.04	.....
Bicycle.....	27.07 1-5	54.25 2-5	2.33 54	5.50.05 2-5
Tricycle....	29.26 1-5	59.10 3-5	3.11.15	6.43.32 1-2
Tricycle (tandem)..	29.44 3-5	1.00 25 3-5	.....	7.57.00
Skating (ice)	36.37 1-5	1.14.07 1-5	4.13.36	11.37.45
Running....	51.06 3-5	1.54.00	6.08.00	13.26.30
Walking	1.14.45	2.39.57	7.57.44	18.08 15
Rowing (single) 11-2 m	1.23.00	.....	8.55.20	.....

In a private letter commenting upon the recent remarkable skating at Newburg, Mr. James G. Lathrop, of Hemmenway Gymnasium, Harvard College, says:

"Don't be deceived in the matter of distances straightaway and the times therefor. I think no one has had sufficient opportunity to note the difference between a straight course with the wind and a circular one half with and half against the wind. I was not surprised at the skating record at Newburg. You will remember what Lon Myers says in regard to my opinion about the matter, and I do not hesitate to make the following predictions concerning running or other tests straightaway with the wind, by first-class performers: Man running—Quarter mile, 45s.; half mile, 1.45; three-quarters mile, 3m. or better; 1 mile. 4m. Man on bicycle—One mile, 2m. Horse trotting—One mile, 2m. Horse running—One mile, 1.35."—*N. Y. Mercury.*

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LEGISLATION WANTED.

Why would it not be in order for our management to engineer something as follows through the Ontario Legislature: Bicycles, tricycles and all other vehicles propelled by manumotive or pedomotive power are hereby declared to be carriages within the meaning of that term, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled, upon the public highways of the Province shall be entitled to the same rights and subject to the same restrictions in the use thereof as are accorded and prescribed in the Revised Statutes in the case of persons using carriages drawn by horses.

The commissioners, trustees, or other authorities having charge or control of any public street, public highway, public park or driveway in this Province shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of the public highway, street, avenue, roadway, driveway, parkway or public palace at any time when the same is open to the actual use of other pleasure carriages.—Yours, NEMO.

The above has been introduced into the New York Legislature.

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TRADE NOTES.

The handsomest catalogue we have yet seen is the one issued by Mr. A. Lane, of the Carnival House, Montreal. It is of 34 pages, with a fine lithographed cover, and contains descriptions of an almost endless variety of cycling articles carried in stock by Mr. Lane. Send for one.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, had a remarkably successful auction sale of bicycles a few days ago. The sale was held on two days, and about forty-five wheels were disposed of. While the majority of the machines were bought by Toronto purchasers, a number of buyers from other towns were present. It was undoubtedly the largest sale of its kind ever held in Canada, and the long line of sixty wheels made an imposing sight before the auctioneer depleted the ranks. The crowds that attended indicated the unusual interest which is being taken in cycling, and gives evidence that the ranks of wheelmen are being rapidly increased.

———:o:———

The *American Wheelman's* road race for the 100-mile road championship of the world is a chief topic of interest now being discussed in many parts of the country. Perhaps the most systematic preparations at this early date are being made by the Star folks, the H. B. Smith Machine Co., of Smithville, N.J. Last year in the *American Wheelman's* 50-mile race the two Star men, Geo. Weber and C. E. Kluge, romped in comparatively easy winners, Weber breaking the then world's record for the distance, and finishing in 3h. 7m. 38 3-4s., and this, perhaps, has tended to sharpen the Star peoples' appetites for more scalps early in the season. A. A. McCurdy and Charlie Frazier are both at work in the Smithville shops, but each, under instructions, quits work regularly at 3 p.m. to proceed to an impromptu gymnasium which the Company has especially prepared for their benefit on the top floor of one of their buildings.

THE RETURN.

A cycler, worn out and weary,
Homeward wheels his way,
He'd travelled far and travelled long
On unknown roads astray.

His "Norfolk," soiled and dusty,
He'd tied up with a string,
A neat and pretty parcel,
From the saddle's rear to swing.

His muscles, tough and hardy,
Were reaching fast a point
Where every movement of the wheel
Seemed stiffening every joint.

His throat was parched and dusty,
His visage dark and grim,
For as he rode a dreadful thought
Had just occurred to him.

His wife was young and pretty,
His home a cosy nest;
He knew his comrades envied him
His quiet place of rest.

That morn he 'd started early
To make a two hours' run,
But, tempted by the skies so fair,
Full fifty miles he 'd spun.

Then came to him the query:
Can I get home to-night?
If not, I have myself to blame
For this most dismal plight.

He turned his wheel so trusty,—
The shadows longer grew;
The passers-by in wonder gazed
As on and on he flew.

With fear his brain grew heavy,
With doubt his heart was filled,
Now beating with tumultuous throb,
Now slow, and almost stilled.

The evening air grew chilly
As near his home he drew;
He muttered low, beneath his breath,
"If I only, only knew."

And walking through the open door
He paused his nerves to steady,
His wildest fears were realized—
His supper was n't ready!

—*L. A. W. Bulletin.*

According to the *Echo*, a bicycle belonging to a European gentleman at South Mahratta station has kindled such envious feelings in the breast of a native student in the local high school, that the latter has written the European the following imploring epistle: "Most Respected Sir,—I fall at your feet; if you please, save my life and make me happy. I have the strongest desire to have the biscycle to ride on. Through the contemplation, I have no sleep either in the day or in the night. I have been reduced to half, and if I continue the same course I do not know what my fate will be. I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a bisycle worth of nine rupees, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover, otherwise not God will be pleased with you, which is necessary for a man to be happy. Let your great, kind and noble mind order your generous hands to present this miserable man with your most beautiful bisycle."

———:o:———

Messrs. Charles Robinson & Co, of Toronto, have already received several shipments of the 1887 Rudges. Every wheel contains improvements, enabling them to still hold their high position. We direct attention to their advertisement on the second page of the cover.

SIXTEEN REASONS WHY

The American Champion

Is the Most Desirable Wheel in the Market.

1. Bearings are the easiest running of any in the world.
2. Adjustment of bearing the simplest and best.
3. Adjustment of cranks the most rigid, no taps to loose.
4. Rims constructed to withstand the greatest amount of strain with no danger of buckling.
5. Head the strongest and most durable, has 3½ inch bearing surface for neck (other wheels have ¼ to an inch only).
6. The handsomest and strongest detachable one-piece handle bar.
7. The best break, spring and lever.
8. The most comfortable and elegant saddle.
9. Absolute dust proof rear wheel bearings.
10. Largest section backbone.
11. Has more good patented novelties than all other wheels.
12. Comes at a reasonable price.
13. Is constructed on scientific principles.
14. The most elegant wheel that can be produced.
15. Is honestly made of the best steel.
16. We invite comparison, piece by piece or as a whole, with any machine in the world.

—MANUFACTURED BY—

Gormully & Jeffery Manufacturing Compy.

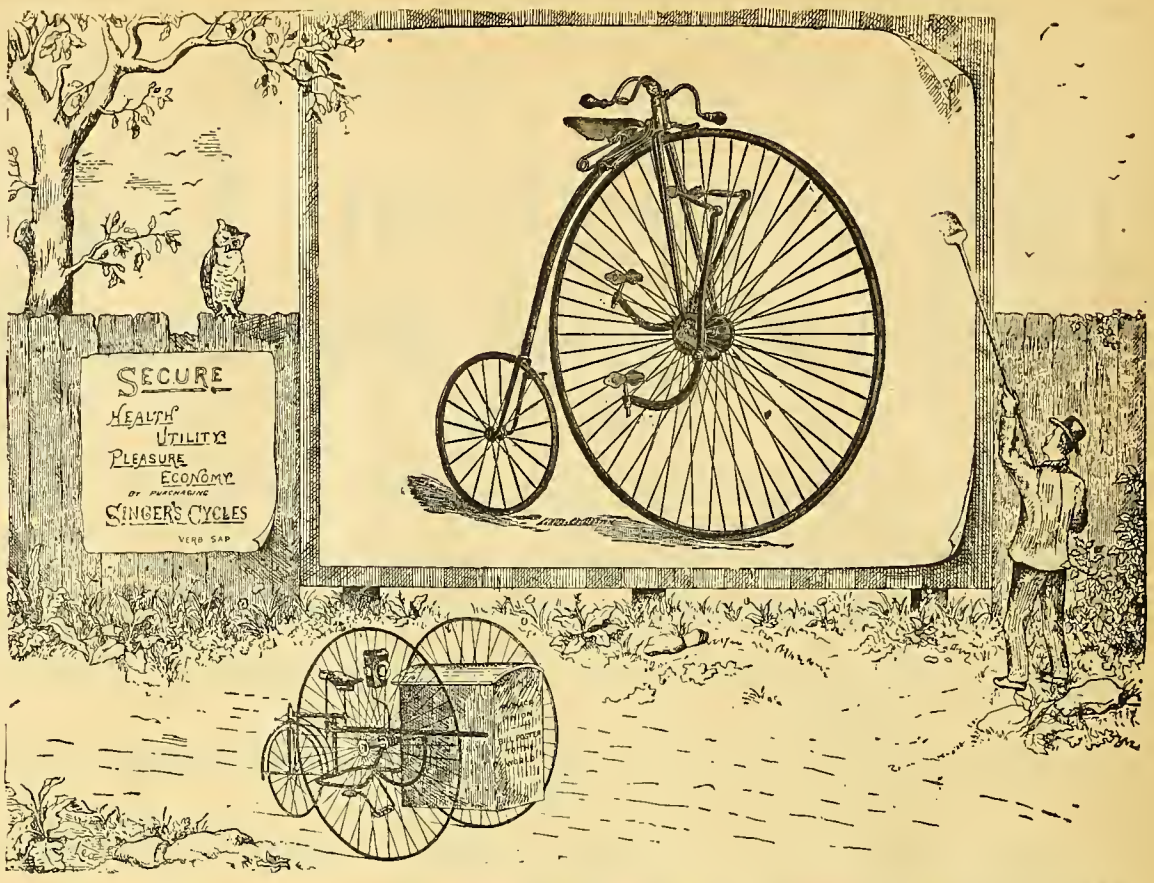
CHICAGO, ILLINOIS.

Largest Manufacturers in America. Catalogue mailed on application.

WM. PAYNE,

LONDON, ONTARIO.

The Largest and most perfect stock of Bicycles and Accessories in Canada.



THE NEW WARWICK!

True Tangent Wheel.

Perfection Forks and Backbone.

Warwick Hollow Grim Rim and Tyre.

With Sq. Rubber Ball Pedals.

Warwick New Swing Saddle and Oil Can Holder.

The Lightest and Strongest Wheel made.

☞ The only first-class Wheel made by a Canadian firm, for Canadian Roads and Riders.

SEND FOR 1887 CATALOGUE

DEPOTS:

TORONTO.—T. H. Robinson, 510 Yonge St. HAMILTON.—J. Ferris & Co., King St.
MONTREAL.—E. C. Mount, 16 Victoria Sq. OTTAWA.—Beament & Elhinney, 89 Spark St.
FACTORY.—Coventry, England.

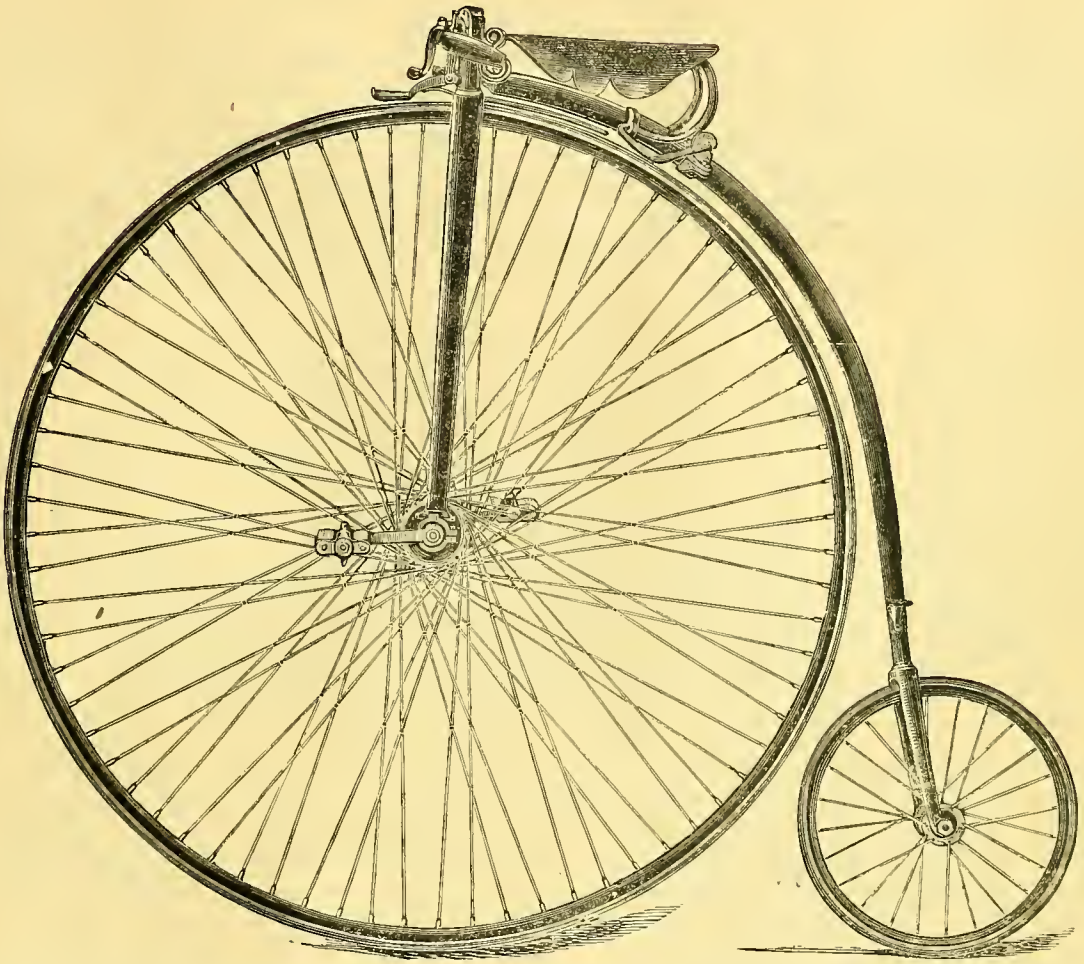
GOOLD & KNOWLES,

WAREROOMS, BRANTFORD, ONT.

THE "NEW RAPID."

THE ONLY TRUE TANGENT WHEEL.

Ball-bearing Head.



DETACHABLE HANDLE BAR.

Combination Spring and Saddle.

The most perfect, the most durable, the most graceful, and the Bicycle giving the most perfect satisfaction ever made. Do not be induced to buy an inferior wheel when you can buy a superior machine for the same price. It is to your interest to buy a "NEW RAPID."

"CLUB" SAFETY, the machine which is so greatly used, and which gives undoubted satisfaction.

"SWIFT" SAFETY, the popular Rover type machine, which has a great future before it.

THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

"CLUB" No. 3, ball bearings to both wheels. Only $60. The cheapest machine in the world.

Boys' "COMET" Bicycles - - Price $20 and $30.
Girls' "COMET" Tricycles - - - $30.

FANE'S HYGENIC SADDLE.

A saddle with advantages over all others. Non-vibrating; is bifurcated to remove pressure from the perinæum. Positively the best saddle made. **Price, $5.50.**

T. FANE & CO., - 36 Adelaide St. W.
TORONTO.

Some Records on COLUMBIA BICYCLES.

AROUND THE WORLD, - - THOMAS STEVENS

Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield, October 25th, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

	MILES.	TIME.
WORLD'S RECORD	1-4	.36 2-5
WORLD'S RECORD	1-2	1.13 2-5
WORLD'S RECORD	3-4	1.50 1-5
WORLD'S RECORD	1	2.29 4-5
WORLD'S RECORD	2	5.11
WORLD'S RECORD	3	7.48 4-5
WORLD'S RECORD	4	10.41 2-5
WORLD'S RECORD	5	13.23 4-5
WORLD'S RECORD	6	16.12 3-5
WORLD'S RECORD	7	18.59
WORLD'S RECORD	8	21.41 2-5
WORLD'S RECORD	9	24.26 4-5
WORLD'S RECORD	10	27.07 1-5
WORLD'S RECORD	11	29.51 3-5
WORLD'S RECORD	12	32.35
WORLD'S RECORD	13	35.18 2-5
WORLD'S RECORD	14	38.01 2-0
WORLD'S RECORD	15	40.41 2-5
WORLD'S RECORD	16	43.26 4-5
WORLD'S RECORD	17	46.14 4-5
WORLD'S RECORD	18	48.58
WORLD'S RECORD	19	51.40 1-5
WORLD'S RECORD	20	54.25 2-5
WORLD'S RECORD	21	57.07 3-5
WORLD'S RECORD	22	59.46
WORLD'S RECORD	23	1.08.22 3-5
WORLD'S RECORD	24	1.11.28 4-5

1-4 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MANFG. CO'Y,

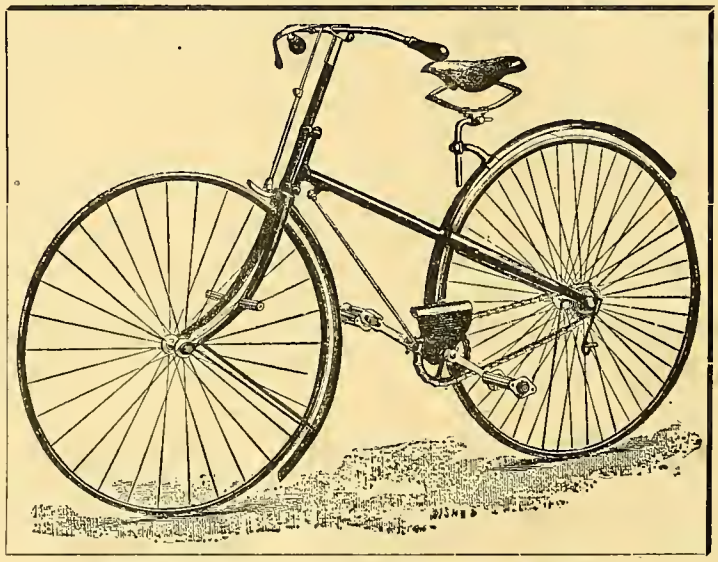
BOSTON. NEW YORK. CHICAGO. HARTFORD.

A Fac-simile Blackboard, containing the matter upon this page, sent by mail free to any one who will hang it up in a conspicuous place.

THE PREMIER SAFETY BICYCLE.

Faster, Safer and a better Hill-Climber than any other style of Cycle.

New Catalogue now ready. Send 3c. Stamp for a copy.



The finest Catalogue ever issued in Canada.

PRICE, INCLUDING BALL-PEDALS, $115.

☞ Send Postal Card for copy of Second-hand list, over 60 Machines, for $15.00 upwards.

A. T. LANE, - - MONTREAL.

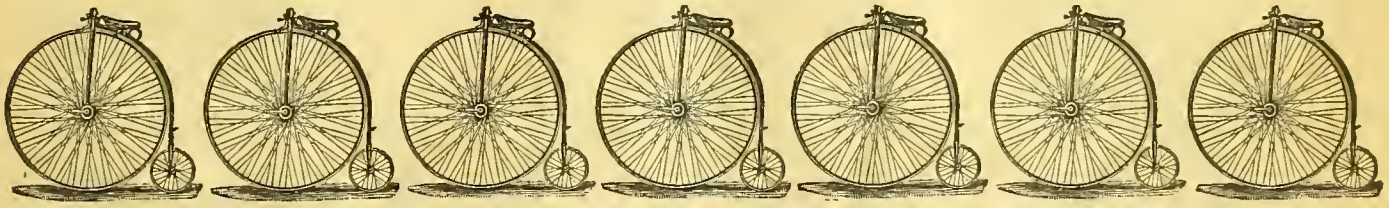
Capital Bicycle Club
409. 15th St
Washington D.C.

The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. VI. (?) 4 LONDON, CANADA, JUNE, 1887. No. 8.



Question.—Is wheeling better than walking?

Answer.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles?

A.—No; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made?

A.—Yes. A cheap wheel soon wares into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily?

A.—Because they are rigid in all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence"?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay?

A.—Yes. The makers of the "Victor" do; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make?

A.—The Victor tires are pure Para gum, with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the square rubber pedals?

A.—The Overman Wheel Co., who also originated the "Victor" swing saddle, which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?

A.—The makers of the "Victor" will pay $100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?

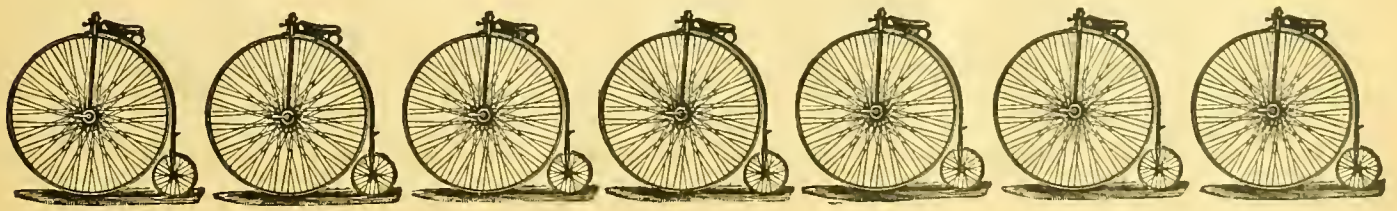
A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny a line bosh." The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½ cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top off" their display Ads. in reading columns "at 12½ cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top off" their display Ads. in "reading columns at 12½ cents per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbus Ave., Boston.



50 REMARKS

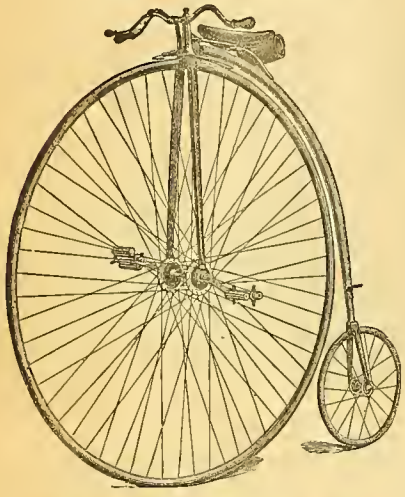
OF VAST IMPORTANCE FROM

CHAS. ROBINSON & CO.,

THE GREAT CANADIAN CYCLING DEALERS,

22 CHURCH ST., TORONTO.

THE KING OF WHEELS.

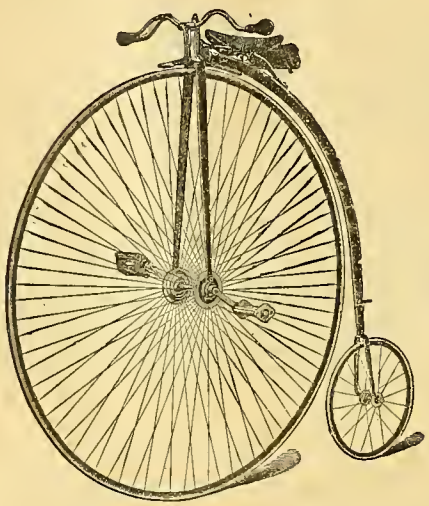


THE RUDGE LIGHT ROADSTER.

The finest bicycle on earth. Old and experienced wheelmen pronounce it a marvel of beauty; a glad surprise; an astonisher of the most bronounced type. Its magnificence is dazzling; its graceful lines remind one of the Apollo Belvedere; its finish is chasteness and loveliness combined. Magnates and mugwumps, plebians and policemen, are flocking from the distant corners of the earth to gaze on this wonderful product of Century No. Nineteen. The boneshaker must go! The cycling millennium has dawned! *E Pluribus Unim!* Erin-go-Bragh! Zip! Zounds!

The best wheel is that which is ridden by the best riders Take Toronto, for instance. In the Wanderers' Club, the largest in Canada, CAPT. GEORGE CHAPLAIN ORR, the most expert wheelman in Canuckdom, rides a 56 in. Rudge No. 1; Secretary-Treasurer FREDERICO JOSEPHUS MORPHY has gone and done likewise; ditto the Captain and Lieutenant of the Safety Division, Messrs. T. LALOR and CHAS. P. SPARLING. Mr. MCBRIAN. another representative wanderer, also belongs to the most exalted and noble Order of Rudge Riders. And these gentlemen are sure to have the best wheel made, viz.: the Rudge.

THE QUEEN OF WHEELS.



THE RUDGE NO. 2.

The first impulse is to disbelieve us when we say that we will supply you with this fine wheel at $85. But George Washington himself never told a bigger truth. Test us on the point.

The officers and the majority of the members of the STRATFORD Bicycle Club are Rudgeites.

The ST. CATHARINES boys have sized up the Rudge correctly.

HAMILTON is calling aloud for more Rudges.

CHATHAM ditto.

OTTAWA streets are enlivened by the sight of scores of Rudge Safeties.

CALGARY, the far-away city by the Rockies, also has the Rudge.

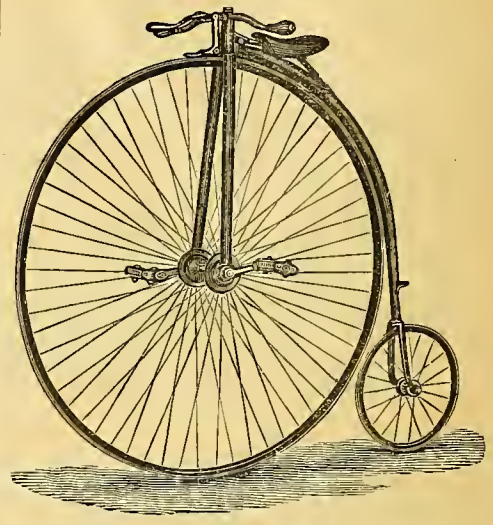
QUEBEC, the ancient, knows it well.

The whole country is on the *qui vive* about it.

We hope the *qui vive* will continue. No doubt it will. We have sold an enormous number of wheels already, and the season has not really opened.

Extra express trains are being run to accommodate the daily orders.

THE PRINCE OF WHEELS.



THE RUDGE NO. 3.

Only $60. You can make it $75 if your conscience will not allow you to accept it at $60. Then there's the Safety and the Bicyclette. Write for information concerning them.

:o:

SOME OF OUR AGENTS:

Hamilton—Messrs. Ross and Simpson, No. 8, Arcade.

Ottawa—Messrs. Hunter and Living, Sparks street.

St. Catharines—Messrs. N. A. Lindsay & Son.

Cobourg—Mr. W. H. Fligg.

Stratford—Messrs. Jeffrey Bros.

Chatham—Mr. J. D. Lamont.

Ingersoll—Mr. J. Holmes.

Port Hope—Mr. H. H. Jones.

And a host of others.

SOME BARGAINS.

(1) 53 in. New Rapid. Only ridden a few months	$90	(4) 55 in. Rudge No. 1. Thrown away at..	$ 90	(7) Rudge Single Tricycle	$100 00
(2) 53 in. Invincible. In good condition..	75	(5) Rudge Rotary Tandem Tricycle	130	(8) A pair of grained calf Bicycle Shoes	3 50
(3) 48 in. Rudge No. 1. Cheap at.....	85	(6) Rudge Humber Tandem Tricycle.....	180	(9) A Lamplugh & Brown Buffer Saddle	4 50

And a heap more. Get our Catalogues, and then order what you want. Join the ever-increasing procession headed for

CHAS. ROBINSON & CO.'S, 22 CHURCH ST., TORONTO.

The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, JUNE, 1887.

THE MEET.

Let everyone be at Brantford on the 1st of July. The meet on that day should be the most successful recorded in the annals of the Association, for is Brantford not in the very centre of the cycling district of Canada, and is our Association not stronger than it has ever been in the past? The boys at the "ford" are working with a will to fulfil their part of the contract, and it will not be Brantford's fault if the meet fall short of any previous one. We have not yet heard what Montreal proposes doing, but from all parts of Ontario comes the cheering news of preparation. Belleville will be there, with the genial Way in the van; Toronto, with its pugnacious Wanderers, and staid, conservative Torontos will be well represented, while from the West newly-formed clubs — such as the Londoners — are proclaiming their intention of joining with the older organizations in the great cycling event of '87. Everybody should be there. Let everybody see that he does as he should.

—:o:—

EDITORIAL NOTES.

With a new President, a new Secretary, and, in fact, new blood infused into its management throughout, we will watch with interest the course of the L.A.W., and hope for its improvement.

The *Bicycling World*, America's oldest wheel journal, has moved into new quarters, and assumed a new dress. The change becomes it exceedingly, and the *World* will evidently roll on in the front rank for years to come.

A greater interest has been manifested in bicycle affairs in Ontario this spring than for several years, and not only do the tradesmen report freer and larger sales, but the C.W.A. is feeling the effect in the number of applications for membership.

From present indications, this season will find far more organized touring than has ever been done in previous years. Already a number of extended trips have been announced, with any number of smaller ones which may never be heard of through the press.

Our St. Catharines correspondent gives a rather indistinct intimation of a Canadian trip taken by a large number of the Buffalo wheelmen. We regret that we have not been furnished with fuller particulars, so that the various clubs along the route could be better prepared to receive the tourists.

The New York Road Book is out and being delivered. It reflects great credit upon Mr. A. B. Barkman, its compiler. It is handsomely bound in dark Russia leather. The cost to the State Division of the first issue is something like $1500, in strange contrast with the cost of the Canadian Guide Book, which didn't amount to one-fifth of the sum mentioned.

Only two courses appear to be open to the League. Either less must be given for each member's dollar, or the dues must be increased. —*American Wheelman.*

We always feel in duty bound to give kind, brotherly advice in matters such as these. By no means increase the dues, if possible at all, but give the members less——of that steady fighting on paper over everything in connection with the League.

It is with regret that we chronicle the loss that Captain Goodman, of the St. Catharines Bicycle Club, has sustained in the sudden demise of his young and amiable wife, who passed away in May. All wheelmen who have had the pleasure of Mr. Goodman's acquaintance and enjoyed his hospitality will learn of his loss with sorrow, and, with the members of the St. Catharines Bicycle Club, who were more intimately acquainted with him and his estimable wife, tender him their heartfelt sympathy in this the time of his affliction.

Mr. Frank A. Elwell, of Portland, who so admirably conducted a tour a-wheel through Maine and New Brunswick last year, now proposes a run "through the land of the French-Canadians" for 1887. The route will be "from the St. John to the St. Lawrence; up and down the far-famed Saguenay River; from Quebec to the Kennebec; a bicycle tour through the forests, by the lakes and along the rivers of Maine, New Brunswick and Canada East." The tourists, who will be limited in number to thirty, will start from Boston on July 17. The total cost to each member will be only $50.

The annual meet of the L.A.W. will be a matter of history before this issue of THE WHEELMAN reaches its readers. It goes further west this year than ever before—to St. Louis—and will therefore not likely attract such large numbers of wheelmen as on past occasions. The St. Louis riders, however, are sure to give visiting brethren a hearty welcome. The official programme, received through the courtesy of the *American Wheelman*, is a beautiful and novel specimen of typography. The cover is printed in six colors, and the inside is very prettily illustrated. By the way, why should the C.W.A. not follow this excellent custom of issuing its programme in such an attractive and permanent form that it may be carried away as a lasting memento of the pleasant times spent at the meet. The Montreal Club made a very creditable effort in this direction last year, but there is no reason why the idea might not be developed, until it merge into a first-class annual programme.

PETE CELEBRATES THE QUEEN'S BIRTHDAY.

THE JOURNEY TO WOODSTOCK—WHAT HE SAW AT THE MEET, AND OTHER ITEMS OF INTEREST.

God save the Queen!

So says every cyclist to whom the 24th is a red, white and blue letter-day. At 8:10 A.M. on Tuesday morning I found myself among the blue-coated, navy-nickered, polo-capped, red-badged members of the Toronto Bicycle Club, and with them boarded the Credit Valley train. We bowled through the country at a speed only equalled by a boneshaker of B.C. 2000, the result being that we made the run of eighty miles in the unprecedented time of four hours and a half! Arriving at Woodstock, a very wet shower dampened our ardor and our clothes, but this drawback was soon forgotten in the wild scramble for beans and pie at the hotel. Promptly at 2:30 the competition for the cup took place, my friends, the Wanderers, winning the trophy. Here's three times three and a tiger in their honor! Their turnout was simply magnificent, and reflects great credit on the club, Captain Orr and Toronto. Stratford came second, and the long line of blue-uniformed wheelmen, under the captaincy of Mr. Nasmyth, won enthusiastic applause. The newly-organized Forest City Club, of London, turned out in new C.W.A. uniforms. With thirty-five members on the roll, they have entered on a prosperous career. The Hamilton Club, which also has a membership of thirty odd, sent eighteen of their best riders, who made the rest of us envious by their white felt jubilee hats and navy Norfolk jackets. Brantford also sent a detachment, who dazzled the audience by their nobby new suits. The Torontos viewed the races from the grand stand, and cheered their racer, Fred Brimer, who made a very plucky and successful effort in the five mile race. Foster surprised his most sanguine friends with his splendid work, and placed himself securely in the front as our fastest Canadian rider. Davies did well, too, and was but a small distance behind in the two events in which he figured. Stratford possesses some splendid racing material in Messrs. Smith, Macdonald and McFarlane. They will no doubt be heard from in future meets. The Meet was as successful as its predecessors, which is the highest praise that can be given, and establishes more firmly the reputation of the Woodstock B.C. and A.A. as successful managers of cycling meets.

While meandering through the crowd I learned:

That the Stratford boys are considering the advisability of putting down an asphalt track, in which case that city will be more than ever a cycling centre.

That the Hamilton Club has rented a bungalow at the Beach for the summer, where they will congregate during the season.

That the Wanderers will visit Hamilton on the 11th of June, and ride with the Hamilton Club to Grimsby.

That J. J. Macdonald, of the Stratford B.C., won the one mile bicycle race at Upper Canada College on the 9th of May, the prize being a handsome cup presented by Mayor Howland.

That there will be an immense crowd of cyclists at Brantford on the 1st of July.

WHY I DO NOT RIDE A BICYCLE.

'Tis not that I've no money to spare for a machine,
For I've plenty in the bank; 'tis not that I am mean;
It's not that I am frightened at the ugly falls and knocks,
The sudden "collapsations," and the often cruel shocks.

It's not because I'm lazy. Oh, no! it is not that,
I can row, and I can swim, I am splendid with the bat.
It's not because my legs aren't straight, or awkward to the sight,
It's because I am a maiden, and to straddle is not right. —*Cycling World.*

With the Clubs.

LONDON.

In sending a contribution from this city, I feel rather backward in making any boasts, for it has been done so often in the past that it is an old story, but to tell the bare truth, cycling has received a boom this year that puts it well in advance of previous years, even of the good old days of '83, when the first annual meet was held here. The officers of the Forest City Bicycle Club are as follows: President, J. M. Edy; Vice-Pres., W. K. Evans; Sec.-Treas., W. M. Begg; Capt., W. S. Chisholm; 1st Lieut., Jas. Lamb; 2nd Lieut., E. A. Fitzgerald; 3rd Lieut., W. Richardson; Standard-bearer, T. Knowles. The membership is between 30 and 40, with a probability of quite an increase before the season closes, so that we hope to make a very creditable showing as the senior club of the C.W.A. All of the old riders of the Ariels, also of the Westminster Touring Club, have joined in with us, and the C.W.A. suit made the club uniform. Club-rooms will in all probability be secured before long and put in first-class shape, where a pleasant evening can be spent, and for entertaining visiting wheelmen. We had a quiet visit about three weeks ago from four of the St. Thomas boys, two of them being the veterans Harry Scott and Will Martin. A monster tour from London to Port Stanley is talked of, to be participated in by the St. Thomas boys and as many other riders from adjacent towns as can conveniently join in; in fact, several large one or two-day trips are proposed to be carried out during the summer. At this date I cannot prophecy that we will make any wonderful showing at Woodstock on May 24th, which will be over before this sees light, but we are all going to Brantford—and don't you forget it.

"FOREST CITY."

ST. CATHARINES.

Our city will probably be eclipsed next week, as the Welland House has received instructions to reserve accommodation for thirty Buffalo wheelmen to arrive on 28th May, on a Canadian tour. Our club has not yet reorganized, but will undoubtedly wake up then, and give our American friends a royal reception, when all other years will be outdone. The roads are now in good shape, and the balance of the sidewalks in the city are to be flagged. Our boys appreciate the privilege of riding on them, and try not to abuse it, business streets being at all times barred. I am sorry that I cannot get to Woodstock on the 24th, but hope to bob up serenely at Brantford.

St. Catharines, May 20, 1887. RUDGE.

TORONTO.

THE WANDERER'S NOTES.

The 24th in Woodstock was a big day for us, and with three special cars duly labelled with streamers, we were side-tracked at that town, some 93 strong, not including our prize "mascot" and bulldog. On the way up songs and recitations and various other amusements passed away the time, and on arrival at Woodstock we found rainy weather and a big crowd awaiting us. After dinner we formed in parade and numbered off only 87 strong. The officers present were: Captain, G. H. Orr; 1st Lieut., A. Daniel; 2nd Lieut., W. H. Grenfell; Captain and Lieut., Safeties, Messrs. Lalor and Sparling; Standard, Norman Smith; Buglers, Bert Brown, Wilcox, Lawson and Billings; Drummers, Messrs. Penniston and Brown. In the parade were two tandem trikes and one single, ridden by Miss Gipsy Crean. The cup we won is an elegant one, and is fully up to anything we heard about it. Our team of "mascots," both celebrated characters, brought us great luck. Our parade is the largest of any yet to date, but wait till we show ourselves at Brantford.

Our Freddie Foster carried off many honors, and, as we predicted, is going to surprise America by his plucky riding. As a racer, for a well-judging head, he has no equal. Before the race, one of his competitors expressed an opinion that Fred would be nowhere at the finish, and neither he was, that is, there was no one near him. Again, the five mile championship comes to us through him; nobody came to the scratch to compete against him.

Woodstock trip over, we now look forward to our coming dates. On May 28th and 29th we are due in Markham, Stouffville, etc.; on June 11th, we excurt to Hamilton on a visit to that club; on June 21st, we exhibit at Port Perry; July 1st, in Brantford; July 9th, we entertain the Ilderans, from Brooklyn, and still dates are crowding in so fast that we will have little outside time.

Tom Lalor, of ours, had his shop cleaned out by the O'Brien mob, and lays claim to the city for a neat $500.

Our club-dog is a dandy, six years old, black and tan bull, 48 lbs., and we think he can down anything,

Only 94 wheels in parade out of a club 280 members strong.—Let us get at Brantford.

Messrs. Brown, Grenfell, Capon and Morphy have been touring around London and Goderich, but joined the Wanderers at Woodstock.

One of the worst things I ever noticed was in a Stratford paper before the 24th. It was to the effect that the Wanderers, who had a membership of 97, could not individually stand the expense of a trip to Woodstock, and, besides, were all wind and "no go," and that Stratford would win easily. Now, we forgive that fresh reporter, as we, the strongest and most solid club in Canada, could surprise him if he would visit us, and we sympathize with the Stratford Club in being inflicted with such an article, as nobody was "thicker" than the Wanderers and Stratfords, and it was with many a cheer that the gray coats escorted and saw the blue-dressed club depart.

"WANDER'-OR."

NEWMARKET.

The Newmarket Bicycle Club has elected the following officers for the ensuing year: Hon. President, Dr. J. H. Widdifield, M.P.P.; President, J. E. Hughes; Vice-Pres., James Lowe; Capt., G. A. Binns; Lieut., E. S. Cane; Sec., E. A. Bogart; Treas., J. L. Kelman.

Wheeling matters are at present "booming" in our town. The club is in a most prosperous condition, several new wheels having been added and the membership largely increased. New club quarters, consisting of a neatly-furnished reading-room opening into a large and completely-equipped gymnasium-hall, have been secured and tastefully fitted up, the same being publicly opened on the 11th May, when a large assemblage, accompanied by the town band, shared the hospitality of the boys. Of course, we cannot expect our new home to compare with the spacious apartments of the T.B.C., or be spoken of in the same breath with the superb new club-house of the Wanderers; but whilst it may be inferior to many, the N.B.C., although but a young club, can perhaps boast the oldest club building of any bi. club on the continent. It is a commodious one-story brick structure that has historic interest. Being erected in 1836 for an Established Presbyterian Church, it was, during turbulent times of 1837, taken in possession by the government authorities, and for some months used as a prison, many prominent rebels being incarcerated within its walls. Nearly all residents in this vicinity having rebel sympathies, whether actively interested in the "Patriot" cause or not, were confined here for short periods, ancestors of many of our present club members figuring either as guards or prisoners.

Newmarket, May 23, 1887.

ST. JOHN, N.B.

The annual meeting of the St. John Bicycling Club was held on Thursday, April 7th, and the following officers were elected for the ensuing year: President, D. C. Robertson; Capt., Chas. Coster; 1st Lieut., H. C. Page; 2nd do., G. M. Robertson; Secretary, W. C. Fairweather; Committee of Management, W. A. Maclachlan, J. M. Barnes, G. W. Merritt and the Officers.

It was decided to offer prizes to the members riding the greatest number of miles between 1st of May and 1st of Nov. This was done to induce the boys to ride more during the season. Last year several of them rode over 850 miles, and at least ten rode over 600 miles without any inducement; that is not so bad, when you consider that most of them have business to attend to, and can only ride before and after business hours. This year they ought to make a good deal better showing. Unfortunately, the club has not been able to secure a track, so that any races it has must take place on the road Possibly some of your readers hardly know there is a club down here. We *are* rather too far away from the centre of Canadian cycling to be very well known by Canadians; but if any cyclist should stray down this way we can promise him a cordial reception, and will be happy to show him over our roads. We often have American cyclists here, and last year Elwell's tour terminated in this city; but I have yet to see a wheelman from either Ontario or Quebec. The roads in New Brunswick are, on the average, good; in some places they are quite equal to Boston's sand-papered roads, and of course there are some pretty bad roads. I have been over a good many of them, and can speak from experience. A very nice trip in New Brunswick is to ride from Grand Falls to Fredericton (140 miles), and then take the steamer to St. John; this was the ground covered by "Elwell's Blue-Nose Tour" last year, and they spoke very highly of the roads and scenery. We have done but little riding here yet; the roads just get nicely dried up when we have a snow-storm; we were treated to one yesterday, which we sincerely hope will be the last of the season.

ST. JOHN.

St. John, N.B., April 27, 1887.

STAR BICYCLE CLUB, DETROIT.

The following is the list of officers of the Star Bicycle Club of Detroit, Mich.: President, Frank C. Blodgett; Sec.-Treas., R. F. Medbury; Capt., A. W. Ives; Lieut., Chas. G. Blodgett.

THE ARIEL BICYCLE CLUB, SARNIA.

The Ariel Bicycle Club has been organized at Sarnia with the following officers: Patron, T. G. Hall; President, M. Fleming; Vice-President, Dr. Logie; Captain, J. S. Thom; Lieut., J. L. Boyd; Standard-bearer, W. Clark; Bugler, A. F. McVicar; Sec.-Treas., Alf V. Collins.

DUNNVILLE BICYCLE CLUB.

The Dunnville Bicycle Club has been organized for the season, with the following officers: Hon. President, J. H. Smith; President, D. J. Blackhall; Vice-President, S. McDonald; Capt., E. R. Powell; 1st Lieut., W. T. Stevens; 2nd Lieut., W. J. Aikens; Bugler, G. H. Hornibrook; Sec.-Treas., J. T. Masson. It is the intention of the club to join the C.W.A., and a number will probably attend the meet at Brantford.

:o:

OUT AT LAST.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I shall be glad to have you print the "greeting" which I wrote on the 4th of May, to signalize the completion of my four months' "struggle with the indexes," which practically finished my four years' struggle with the book.

Since then, however, I've written some 21,000 words of "addenda," in order to bring everything down to date; and this morning I correct the very last proofs of it. To-morrow, May 25, which I have named as "publication day," the final pages will be printed, and, from May 30 onwards, the binders will turn out 200 volumes a day. Orders from new purchasers, as mentioned by my adv., cannot be filled before June 15; but I hope, by that time, to deliver a box of books to A. T. Lane, at Montreal, my only selling agent in Canada. Until then I shall reside here, superintending the labeling and packing of subscribers' copies. KARL KRON.

West Springfield, Mass.,
May 24, 1887.

C. W. A. Column.

THE SECRETARY'S ANNOUNCEMENTS.

APPLICATIONS FOR MEMBERSHIP.

Unattached, add 2 :

E 0079, Robert Tyson, Toronto
E 0092, Geo G Shepherd, Niagara Falls, N.Y.

Kincardine Club, add 12 :

E 0080, John Crawford	E 0086, R Robertson
E 0081, W Crawford	E 0087, T O Scott
E 0082, T E Coombe	E 0088, W B Hardon
E 0083, H A McIntosh	E 0089, Chas Beatty
E 0084, W R McIntosh	E 0090, F Ackerman
E 0085, M J McPhers'n	E 0091, Geo Anderson

Welland Club, add 6 :

E 0093, C H Reilly	E 0096, Geo Price
E 0094, Geo Jeffrey	E 0097, H T Willet
E 0095, Geo Clarkson	E 0098, H A Willet

Forest City Club, London, add 7 :

E 0099, E L Edy	E 0118, J Wigmore
E 0100, Alf Morphy	E 0119, W Wigmore
E 0101, J A Gibson	E 0120, H A Sabine
E 0117, J E Parke	

Echo Club, Chatham, add 8 :

E 0109, Walt Richards	E 0113, Robt Cathcart
E 0110, Rich'd Milner	E 0114, R McGarvin
E 0111, J D Lamont	E 0115, J W Scane
E 0112, Thos Whan	E 0116, H J Stevens

St. Thomas Club, add 6 :

E 0131, Platt Swindle	E 0134, Geo Bayley
E 0132, Geo Maxwell	E 0135, S J Shulte
E 0133, Mr Jeffrey (Molsons Bank)	E 0136, Robt Pollock

Sherbrooke (P.Q.) Club, add 4 :

E 0146, A A Lorcoss	E 0148, W J Foss
E 0147, Guy Robins	E 0149, H E Macfarlane

—:o:—

THE ANNUAL ELECTIONS.

The elections for Chief Consuls and Representatives have passed over this year almost unnoticed. Nominations were only made by the members for just sufficient men to fill the offices vacant in Districts Nos. 1, 2, 3, 4, 5 and 6; nor do we think that the Association will suffer any loss by what has happened. The old Officers are re-elected with only a couple of exceptions, and the Board that is now retiring has certainly been quite as efficient and active in promoting the interests of the C.W.A. as the best of its predecessors. The story of the elections is told in the following reports :

Simcoe, May 10, 1887.

To W. A. KARN, Esq.,
President of the C.W.A.,
Woodstock, Ont. :

DEAR SIR,—Article IV. of the By-Laws of the Association instruct me to send, between the first and tenth days of May in each year, to every member of the Association a ballot paper, upon which shall be printed the names of all nominees for the offices of Chief Consul and Representatives of each district, each member being entitled to vote for one Chief Consul and one Representative for each fifty members of his district.

Nominations were received by me from Districts Nos. 1, 2, 3, 4, 5, and 6, and in each case only sufficient nominations were made to fill the offices to which each district was entitled. Accordingly, I transmit you, herewith, the names of the several nominees without sending them to the membership of the Association, together with the number of Representatives to be elected for each district. In compliance with Article of the By-laws referred to above, you will make your official declaration, and return the said to me at your earliest convenience.

Fraternally and respectfully yours,

HAL. B. DONLY.

Simcoe, May 10, 1887.

W. A. KARN, Esq.,
President C.W.A. :

DEAR SIR,—Nominations have been received as per the appended letters, as follows :

Huron District, No. 1.—Nominated by W. K. Evans, seconded by Wm. Clark : For C.C., W. M. Begg, of London. For Representatives, Jas. S. Brierley, of St. Thomas; C. E. Nasmyth, of Stratford.

Niagara District, No. 2.—Nominated by W. S. Perry, seconded by A. Miller : For C.C., Mr. W. E. Tisdale, of Simcoe. For Representatives, Mr. S. Woodruff, of Woodstock; Mr. C. R. Fitch, of Brantford.

Toronto District, No. 3.—Nominated by J. F. Lawson, seconded by A. T. Webster : For C.C., Mr. Chas. Langley, of Toronto. For Representatives, Mr. Chas. Riggs and Mr. H. Ryrie, of Toronto.

Midland District, No. 4.—Nominated by R. H. Fenwick, seconded by Jas. Bonar : For C.C., Mr. W. P. Way, of Belleville. For Representatives, Mr. W. E. Foster, of Belleville, and Mr. A. W. Donly, of Cobourg.

Ottawa District, No. 5.—Nominated by Major Walsh, seconded by Mr. Motherwell : For C.C., Mr. F. M. S. Jenkins. For Representative, Mr. W. Blythe.

Quebec District, No. 6.—Nominated by Horace Joyce, seconded by J. D. Miller : For C.C., Mr. T. G. Gnædinger. For Representatives, Mr. W. G. Ross and Mr. A. T. Lane, all of Montreal.

For Districts Nos. 7 and 8, no nominations have been received.

All of which is respectfully submitted.

HAL. B. DONLY,
Sec.-Treas.

Simcoe, May 10, 1887.

W. A. KARN, Esq.,
President C.W.A. :

DEAR SIR,—I hereby certify that the membership register of the C.W.A. shows the several districts entitled to the following Representatives to the Board of Officers :

Huron	..No.	1	1	C.C. and	2	Representatives.
Niagara	"	2	1	"	2	"
Toronto	"	3	1	"	2	"
Midland	"	4	1	"	2	"
Ottawa	"	5	1	"	1	"
Quebec	"	6	1	"	2	"
Winnipeg	"	7	1	"	1	"
Maritime	"	8	1	"	1	"

Respectfully yours,

HAL. B. DONLY.

Woodstock, May 18, 1887.

HAL. B. DONLY, Esq.,
Secretary C.W.A.,
Simcoe :

DEAR SIR,—In accordance with your reports, I hereby declare the following gentlemen duly elected for 1887 and 1888 :

Huron District No. 1.—For Chief Consul, W. M. Begg, London. For Representatives, Jas. S. Brierley, St. Thomas; C. E. Nasmyth, Stratford.

Niagara District No. 2.—For Chief Consul, W. E. Tisdale, Simcoe. For Representatives, Samuel Woodroofe, Woodstock; C. R. Fitch, Brantford.

Toronto District No. 3.—For Chief Consul, Chas. Langley, Toronto. For Representatives, Chas. Riggs, Toronto; H. Ryrie, Toronto.

Midland District No. 4.—For Chief Consul, W. P. Way, Belleville. For Representatives, W. S. Foster, Belleville; A. W. Donly, Cobourg.

Ottawa District No. 5.—For Chief Consul, F. M. S. Jenkins. For Representative, W. Blythe, both of Ottawa.

Quebec District No. 6.—For Chief Consul, F. G. Gnædinger. For Representatives, W. G. Ross and A. T. Lane, Montreal.

Yours fraternally,

W. A. KARN, *Pres.*

NOTES.

June is the month for renewals. Club Secretaries and Local Consuls, see that your work is done thoroughly.

* * *

Persons desiring buttons of the C.W.A. design for their uniforms can procure them now from the Secretary, at 25c. per suit; vest buttons, 20c. per dozen. Whether you wear the Association uniform or not, you can sport the buttons with good effect.

* * *

We have to welcome three new clubs this month; the first and largest of these is Kincardine, who came in twelve strong. Three or four of the members were formerly in as part of the Bruce County Wheelmen, which organization we trust will not suffer so much from the defection as to be compelled to disband. Friend Rœther, of Port Elgin, must keep them to the scratch. The Kincardine boys have adopted and procured Association uniform throughout, including both buttons and stockings, and at the next parade of the C.W.A. they will doubtless be heard from.

* * *

The Guide Books have now been in the hands of the members a month, and from different quarters have come assurances of their satisfaction. Members who have not yet received a copy should call at once upon their Local Consul, or, in the event of their being unattached, should write to the Secretary. Local Consuls, to whom the books have been sent for distribution, have all been supplied with lists of those entitled to receive copies, and it should be their duty to see that the books reach the proper persons, and them only. New members will be supplied with books so long as the edition lasts.

* * *

It should be our aim this year to place our membership well over the highest mark of any former year. If we say 1200 by December next, we are not putting the number above an easy possibility; all we need to get it, is for the large clubs to do their duty loyally, and not return a bare percentage of their real membership.

* * *

One mile record is at last presentable. 2.42 1-5 is not fast these days, but it is a big improvement on 2.50. We trust Mr. Foster will not rest until he puts it well down in the thirties. He is abundantly able, and the Woodstock track, at least, will some day afford him an opportunity, if Brantford does not.

* * *

The indications are that the Fifth Annual Meet of the C.W.A. to be held next month at Brantford will bring together the largest gathering of cyclers ever seen in Canada. From all the clubs comes information that the boys are preparing to capture the telephone city, on that day, in force. Last week, at St. Louis, the League, with its 10,000 members, put 600 riders into line. At Brantford, if we do not have 500 it will be only because it rains. Let Brantford be the Mecca of every Canadian Wheelman for the next few weeks.

* * *

Members of the C.W.A., who do not get their WHEELMAN regularly every month, should write to the "Publishers CANADIAN WHEELMAN, London, Ontario." Members changing their address should notify the Secretary, at Simcoe, taking care to give the old as well as the new place of residence. By observing these two rules a great deal of inconvenience will be saved. It is impossible for the Secretary to look after the proper mailing of the paper, as it is done at London, while it is necessary that all changes of address should be properly entered in the membership register at his office.

* * *

The Echo Club, of Chatham, is a new addition to the Association, Mr. H. A. Kingsmill, who has been Local Consul there for some months, having succeeded in making up a club. They muster nine wheels. We give them hearty greeting, and trust they will long remain, growing in numbers with each succeeding year.

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As usual, old St. Thomas is the first to renew for the year. There is no more loyal C.W.A. club in Canada than it, and were all willing to model after it, our 1200 members would soon be obtained.

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The Sherbrooke Bicycle Club makes its bow to the C.W.A. this month. Last year it was the Eastern Township Bicycle Club; all who were at the Montreal meet will remember both it and its handsome captain, Mr. R. V. Robins. This year it changes its name, and comes up considerably strengthened in numbers. Brother Robins is no carpet knight of the wheel, but a rider and a worker, and first in his wheel affections stands the C.W.A.

* *
*

Another new club, though a smaller one, is the Welland. Mr. H. A. Willet has been Consul there for some time, and has succeeded in getting his boys into line this year Mr. Willet is an enthusiastic wheelman, and the Welland Club will, no doubt, grow rapidly.

* *
*

Palmerston, Sarnia, Drayton and Dunnville are moving C.W.A. wards. We trust to have them all to report next month.

* *
*

The old Forest Citys are awake at last, and intend making a strenuous attempt to once more place themselves, in reality, as well as in name, at the head of the Association. King. Evans is at work, and doing wonders among the wheelmen of the city, and as soon as Chief Consul Begg can be got to drop politics, and lend him a hand, the thing will be done.

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*

Once more we desire to call the attention of all members to the last sentence of Article III. of the Constitution, for which look on page 2 of the Guide Book. It is there distinctly laid down that the membership fee is only reduced to fifty cents to those clubs that have an article in their Constitution which says that its members shall all be members of the C.W.A. Clubs having a large active membership, and some only half or quarter as many members in the Association, are not conforming to this provision, and are not acting honestly by the C.W.A. It is not the small clubs that are the transgressors in this, but the large and wealthy ones. Two or three of the most flagrant sinners will certainly be made an example of at the next meeting of the Association if there is not an improvement.

———:o:———

APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, *C.C.*

Place.	Consul.	Hotel.
London.....	W K Evans....	Grigg House
Kincardine....	F E Coombe...	Royal
Listowel.....	F W Hay.....	Grand Central
Cargill.....	W D Cargill...	....
St. Marys.....	C S Rumsey ...	National Hotel
Port Elgin....	S Roether	ArlingtonHouse
Stratford.....	A C Mowatt ...	Windsor
Seaforth.....	W C McKay...	....
St. Thomas ...	C H Hepinstall	Grand Central
Walkerton....	D Trail.....	Hartley House
Tara.....	W J Fawcett..	Queen's Hotel
Windsor & Detroit.....	F C Blodgett..	....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe.....	W S Perry.....	Battersby
Woodstock...	S Woodroofe...	O'Neil
Berlin.....	F W Doll.....	American
Brantford.....	W J Knowles..	Kerby
Norwich.....	W H Miller....	....
Waterloo	Chas E Fice...	Huethers
Paris.....	W W Patterson	Windson
Tilsonburg....	R H C Wood ..	Matheson
Grimsby.. ..	W D Forbes...	....
Waterford....	W C Lundy....	....
Jarvis.....	None	Commercial
Linwood.....	J W Bundy....	Linwood House
Hamilton ...	S G Dunn	Royal
St. Catharines.	A N Lindsay...	Grand Central
Niagara-on-the Lake.....	W Bailey.....	....
Niagara Falls	JHRobinson	2 (Clifton) Winds'r International
Welland.....	H A Willet....	Fraser House
Caledonia.....	E S Munroe....	....
Hagarsville....	None	Lawson House
Thorold.....	John Dobbie.	....

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto.....	C H Riggs.....	Walker House*
"	W H Cox.....	"
Newmarket...	T C Watson...	Royal
Acton.....	Chas Gibbons..	....
Drayton.....	J W Powley...	Royal
Palmerston....	A Knowles	Queen's
Aurora.....	J J Ross.....	Royal
Sutton.....	....	Mansion House
Markham....	....	Franklin House
Owen Sound..	D L Harrison..	Coulson House*

* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments for the Midland District for 1887 is as follows;

Official Tailors...Brignall & Thompson...Belleville.
" Repairers.J. M. Walker & Co..... "

Place.	Consul.	Hotel.
Bath.....	J A Minnes...	Wemp's
Belleville.....	J S Bonar.....	*Anglo-American
Bobcaygeon....	F E Bell.....	....
Bowmanville...	H Chandler..	Rheubottom's
Brighton.....	Harry Whittier	*Central
Campbellford...	J B Ward.....	Windsor
Cobourg.....	W G R Bond..	*Dunham
Colborne.....	....	*Brunswick
Consecon.....	A McDonnell..	*Prince Edward
Desoronto.....	H J Normile ..	*O'Connor
Ernestown.....	C Mitchell....	....
Fenelon Falls...	A E Ames....	Mansion
Frankford.....	F B Hope....	Clarke
Harwood.....	A Will Donly..	Lakeview
Hastings.....	E A Reid.....	*Royal
Kingston.....	D R Dupuis...	*Burnett
Lindsay.....	W J Gallon....	*Benson
Madoc.....	Geo Biggar....	*Moon's
Marmora.....	W A Lingham.	McWilliams's
Marysville.....	T McCormick..	Culhane
Millbrook.....	C W Clelland..	Roper's
Napanee.....	G C T Ward, M.D.	*Campbell
Newburgh.....	G A Caton....	Hope's
Newcastle.....	Carl B Kent...	*Windsor
Newtonville....	E T Bowie....	...
Norwood.....	V Halliday....	Brennan's
Odessa.....	W J Renton...	*Sproule's
Omemee.....	Jas McNamara.	Blackwell's
Peterboro'.....	G A Schofield..	*Grand Central
Picton..	B W Reynolds.	Royal
Port Hope.....	....	*St LawrenceHall
Shannonville...	R E Clarke....	Lorne
Springbrook....	J B Wilson....	McWilliams's
Stirling.....	C F Nicholson.	Scott's
Trenton..	C A P Godson .	*Queen's
Wellington.....	G E Reid.....	Garratt's

* Proprietor has signed contract and gives discount of 25 % to members of C.W.A. All others are $1.00 per diem.

Yours fraternally,

W. P. WAY,
C.C. District No. 4.

Belleville, April 14, 1887.

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa.....	Major Walsh...	....
Cornwall.....	H Turner.....	....
Brockville..	J W Splan.....	....

MONTREAL DISTRICT, NO. 6.

The following are my appointments for this District for the current Association year.

F. G. GNÆDINGER, *C.C.*

Place.	Consul.	Hotel.
Granby.....	F G Farwell...	....
Lennoxville....	E W Farwell...	....
Sherbrooke	K N Robins....	....
Lachute Mills...	J E Ireland....	...
Waterloo.....	F Briggs.....	....
Montreal.....	A T Lane.....	....
"	C H Loggie	....
"	M H Ramsay..	....
Clarenceville ...	J B A Pattison..	....
Quebec.....	W N Campbell (St. Peter st.)	

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Montreal, May 26, 1876.

Editor CANADIAN WHEELMAN:

DEAR SIR,—I have this day received and passed the following Canadian record for one mile: Fred. Foster, at Woodstock, May 24th, one mile; time, 2m. 42 1-5s.

Yours fraternally,

F. G. GNÆDINGER,
Chairman Racing Com.

"WEDNESDAY, MAY 4, 1887."

After Four Years of Prelude and Getting-ready, Karl Kron thus to his Three Thousand Co-partners giveth Greeting:

I like the Preface, as you are aware;
It serves the purpose of the overture,
Which settles down the audience to the glare
Of foot-lights and the altered temperature;
And, while they wait to see the curtain rise,
They think but little of the music's swell;
So that the play give naught to criticise,
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance
To show his readers what he's going to do;
To so point out his failings in advance
That they may be forgiven on review;
To get his pen used to the ways of verse;
To get his rhyming-lexicon before him spread;
To nerve himself, for better or for worse;
And then, at last, to boldly go ahead.

My time has come! My overture 's played out.
Already do I hear the tintinnabulating bell.
The rising curtain and expectant shout
The nearness of my fate at length foretell.
So, Good-bye, Preface, Indexes, and all!
Farewell, Old Sub.-List, with your frowns and smiles!
Here's now the pinch! Hear now my clarion-call:
"*Come! thirty thousand purchasers for* 'XM. MILES'!"

THE 24TH AT WOODSTOCK.

There is no doubting the fact that the Woodstock Amateur Athletic Association have good luck. From the first appearances on the 24th it seemed next to impossible to bring on the races in the afternoon, on account of the frequent showers, but the weather cleared up just in time for a large crowd to witness a fine days' sport. Not discouraged by the rain, a large number of wheelmen arrived during the morning to the number of probably 250, the Wanderers, of Toronto, having 91 riders, the largest turnout of any Club in Canada, the Stratford Bicycle Club coming next with 55, the Torontos also being well represented. Owing to the state of the streets, there was no regular parade, the various clubs wheeling to the grounds in an informal way. On arrival at the track, the parade of the competing clubs took place to decide the ownership of the prize cup. The Wanderers and the Stratford Clubs were entered, the Wanderers having the largest number by far.

The first event was the one-mile bicycle green race. The entries were : C. P. Smith, Stratford, 1 ; B. Rexell, Woodstock, 2 ; C. Miller, Toronto, 3 ; W. Kennedy, Woodstock, 0 ; J. J. McDonald, Stratford, 0 ; R. R. McFarlane, Stratford, 0 ; G. S. Dunn, Hamilton, 0 ; A. E. Dance, St. Thomas, 0 ; F. Wood, Stratford, 0 ; C. Dunn, Brantford, 0. This was quite an exciting race, the lead being taken in turns till the final lap, when Smith went to the front and won in 3.13 1-5.

Then came the first heat of the half-mile dash, for which were entered W. E. Crist, Washington, D.C., 1 ; M. F. Johnston, Toronto, 2 ; F. J. Brimer, Toronto, 3 ; W. S. Campbell, Niagara Falls, N.Y., 0. Crist won this easily in 1.24 3-5.

Next on the list was the 220 yard lacrosse race, resulting as follows : John Fraser, Woodstock, 1 ; George Benniss, Woodstock, 2 ; E. Laird, Woodstock, 3 ; James McAllan, Woodstock, 4. Fraser took the lead, winning in 25 2-5 secs.

The race for the County championship followed, B. Revell, Woodstock, winning, with W. Kennedy, Woodstock, 2nd. J. Pegg, Plattsville, retired. Revell won as he liked in 6.48.

The second heat of the half-mile open bicycle race followed. Crist won in 1.23 4-5, with Campbell 2nd. The second place having fallen in turn to Johnston and Campbell, they, after the other events had been run off, tried conclusions, resulting in a win for Johnston in 1.27.

The 220 yard farmers' race then claimed attention. There were twenty-one entries in this, requiring it to be run in three squads, the winners in each running off in a final. Frank Bell, of Eastwood, carried off the prize, a farmers' waggon, doing the distance in 26 2-5.

Then came the race of the day, the one-mile bicycle open. It resulted as below ; F. Foster, Toronto, won ; W. E. Crist, Washington, D.C., 2nd ; H. P. Davies, Toronto, 3rd. Davies took the lead, and maintained it for the first three laps, till just as they entered on the final, when a general spurt took place, resulting in Foster winning by about four feet in 2.42 1-5, considerably lowering tne Canadian record.

Next on the card came the 440 yard foot race, open. There were four entries, and after a good race, John Fraser, of North Woodstock, won in 56 1-5 seconds, with Rigby Swinton, of Orangeville, a good 2nd.

After this was the 100 yard foot race, which had eight entries, requiring it to be run in squads, finally resulting in a victory for A. Forester, Toronto, with George Benniss, Woodstock, 2nd ; best time, 10 4-5.

Another fine race followed, the 5-mile bicycle, open. It resulted as below : F. Foster, Toronto, 1 ; W. E. Crist, Washington, D.C., 2 ; H. P. Davies, Toronto, 3 ; F. J. Brimer, Toronto, 0 ; M. F. Johnston, Toronto, 0. Johnston and Brimer led for 4 miles, when a general rush took place for first honors, which Foster captured in 16.04 2-5, making the last lap in 36 4 5 seconds.

A 220 yard foot race, open, came off next, and was won by John Fraser, Woodstock, in 25½ seconds, with A. Forester, Toronto, second.

Then the two-mile lap race, which Crist won easily, the only other entry being Davies, who was suffering from injuries received in a fall.

The tug of war, Hays' factory vs. the Patterson Works, followed, the latter winning by two pulls to one.

There being no other entries in the five-mile bicycle race for the championship of Ontario, Foster rode a mile against time, but did not touch his former record.

A very interesting drill by a team from the Wanderers' Bicycle Club wound up a fine days' sport, and all left the grounds well pleased.

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HO! FOR BRANTFORD.

Talking about Brantford and the meet puts new vim into a fellow, and reminds me of a year ago, when all our boys were on fire over the coming event. Our club will not show up quite as numerous this year as last. We had it then a little nearer to home ; however, I hope that by the time our small contingent arrives home they will have covered ten thousand miles in much less time than our friend K.K. took to compile his reports for the now mature XM. miles, only we shall cover ours, taking it easy in a Pullman, instead of astride our wheels.

I hope and expect to see 500 wheelmen gathered to do honor to our fifth annual meet ; and I cannot possibly understand why there should not be fully that number. Brantford lies almost in the centre of the wheeling district of Canada, and every rider within a radius of 100 miles should make a point of being there. If his enthusiasm will not carry him that far he had better devote his holiday to endeavoring to pen some fit excuse for remaining away. Now is the time and chance for hundreds to come to the fore and show that their subscriptions are not sent in merely to obtain in return THE WHEELMAN for a year and a copy of our perfect and complete Guide Book, but to secure their membership in our solid and solvent Association, which we Canadians feel proud of when its record is placed by the side of our contemporary leagues, unions and clubs, and ours stands at the top. There is not a like body that has done more for its members, stands on a more solid base, or gives more general satisfaction than does ours ; and now, in return, each member who can should come forward and be at the meet, not only to show his just appreciation, but also for his own benefit, to have a general good time of it for a few days. Brantford has promised to outdo any good time yet had, and I am sure the only thing they want is an immense crowd to enjoy it. The races are to pass all previous records. From the good time already being made by Canadian flyers, I think the world's mile, and probably other distances, will have to look after their records. However, time will tell in these events.

D 253.

Montreal, May 26, 1887.

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COLD NERVE.

Scene.—On the Leo turnpike. Wheelman coming up behind farmer's waggon, wants to pass :

Wheelman (politely).—"Room on your left, please."

Farmer (who is one of the *genus porcus*, crustily).—"Go to thunder with your durned old hoop-skirt ; ye 'ain't got no right on the road skeerin' hoss's no how."

Wheelman (who knows his rights and proposes to maintain them ; sharply).—"I'll ask you just once more to let me pass. If you refuse I'll serve you as I served that fellow yesterday."

Farmer, who is not certain but the blamed thing is loaded, and not wanting trouble, drives into the ditch to let him pass.

Farmer (after wheelman is safely by).—"Say, what 'judo to that feller yesterday ?"

Wheelman.—"Ahem ! I got down ! Ta, ta !" No cards.—*Fort Wayne Gazette.*

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The beginning of the end—turning into the home stretch.

BRANTFORD NOTES.

The arrangements for the C.W.A. meet here on July 1st are about completed, and the meet for 1887 will be a thing of the past before the next issue of THE WHEELMAN reaches its many readers. No pains have been spared to make the meet a big success, and, judging from the reports coming in from different parts of the country, the meet for '87 will top the score so far as numbers are concerned.

As to the time which will be made in the races, the presence of Foster, Crist, Davies, Park, Brimer, Johnston, and, last but not least, Van Sicklen insures the fact that the Canadian records will be knocked endways.

As will be seen from another page the programme is both interesting and varied, and the prizes are liberal.

The largest representation of any club (uniform to count) will be presented with an elegant prize, valued at $60. This should bring Stratford, Woodstock, London, Hamilton and Toronto on the field in large numbers.

There will also be a fine cup offered for club drill at the Rink in the evening. Eight or more to each team. The spectators to decide by vote on the merits of the respective teams.

Two of our boys have just returned from an extended tour of Western Ontario and Michigan, they report having had a splendid time, and having been well looked after by both the American and Canadian cyclists.

CARL.

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CYCLING.

The sage of Coniston has lately fulminated against cycling in the interests of "Shanks his mare" and the adequate study of the picturesque. It is to be feared that his protest is likely to be as practically effective as Mrs. Partington's contest with the Atlantic Ocean. Cycling is not to be wiped out any more than the ocean was to be mopped up. Mr. Ruskin can have no idea of the dimensions of the giant to which he thus carelessly gives battle. Viscount Bury and Mr. Lacey Hillier should send him a copy of their book on cycling, just contributed by them to the Duke of Beaufort's "Badminton Library." It is calculated to open the sage's eyes on this particular subject. It might not alter his opinion—it would be difficult, at this time of day, to shake any of Mr. Ruskin's pet theories. But it would at least convince him that cycling has grown too big to be pooh-poohed. This stout volume of 450 pages is a sort of type of the pastime to which it is devoted—large and important, it has to do with a variety of matters. Cycling is now a great interest, with a history of its own, a special dress, a special training, special vehicles, special clubs, special organs in the Press, and what not ; moreover, it is secure in the sympathies of women as well as men. In the course of 1885 Viscount Bury ascertained that there were, as nearly as possible, 400,000 cyclists in the kingdom, and that number may by this time have run up to the half-million. Think of that Mr. Ruskin ! Why, cyclists will soon be wanting representatives in Parliament, though we hope that, unlike other powerful bodies, they will not, in voting, think first of their hobby, and only afterwards of their country.—*The Globe*, April 14th.

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We are advised that the Midland District tour to Brantford will be between 25 and 30 strong, as far as heard from, and that the original scheme will be carried out, viz. : Belleville to Port Hope, June 27 ; Port Hope to Toronto, June 28 ; Toronto to Hamilton (boat or rail), June 29 ; Hamilton to Brantford, June 30, weather permitting.

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The wheelman is the true critic of the road, and it is singular, when the interests of both lie in the same direction—the improvement of the roadways—that there should exist any hostility between those who drive horses and the wheelmen.—*Brooklyn Union.*

Wheel Tracks.

Burley Ayers has budded out as a road racer, having entered for the Pullman race.

Hurst, the Canadian trick-rider, has been performing with great success in Dundee, Scotland.

In Wm. Black's last novel, "Sabina Zembra," the hero is a bicycler, but he goes to the bad over horse racing and proves unworthy.

In the proposed building of the Boston Athletic Association, accommodation will be provided for one hundred or more bicycles or tricycles.

Mr. Albert J. Pratt, of Boston, is making arrangements to wheel to Quebec and return. He will carry his necessary baggage strapped to the seat of his tricycle.

The English papers contain a description of a new pedal that gives an increased leverage during part of the stroke, especially at that part now known as the "dead point."

The *Wheelmen's Record* of May 12th publishes as a supplement a splendid portrait of T. J. Kirkpatrick, of Springfield, Ohio, the new L.A.W. President.

Thomas Stevens has received a gold badge of honorary membership in the German Cyclists' Union, and a new club in Michigan has been named the Stevens Bicycle Club.

Wannamaker, of Philadelphia, has received the contract for making the League's uniforms. Members can now change their luck and use which cut they like best—the New York or the Quaker City.

The Chicago and Northwestern Railway has issued instructions for free carriage of bicycles when accompanied by owner holding first-class ticket. The bicycles will be checked same as baggage.

The double-grip handles used on the Columbia machines seem to be the popular handles of the day. One of their principal advantages is the easy rest they give the hand while riding upon smooth roads.

The Cleveland Club will offer a prize to each member riding one hundred miles within twenty-four hours; another to the one who covers the longest distance within twenty-four hours, and another to the one who covers one hundred miles in the best time on any day but Sunday.

In the whole State of Oregon there are only about 175 wheelmen. The average roads in this country of the far West are not of the sand-papered order; but the Oregonian, with characteristic pluck, laughs to scorn the difficulties of rut and hill, and gets fun out of cycling when the effete Boston man would give up the ghost.

Mr. F. Elwell, of Portland, Me., is arranging for a tour during July through a section of the Provinces never traversed by a bicycle. The roads are, however, excellent. Quebec, the Falls of Montmorency, and the Saguenay will be visited. The trip will take two weeks, and the estimated cost will be about $50. Membership limited.—*Bicycling World.*

The handy wheel attachment known as the odometer for measuring distance has long been used. A new instrument called the "autographometer" has now been contrived to automatically register, being carried about on a light vehicle, the difference of level of the points over which it passes. The art of surveying threatens to be reduced to the mere rolling of a wheel.

When Thomas Stevens, a few days ago, sent a note to Secretary Bassett asking for a statement of his back dues in the L.A.W., he was surprised to learn that he had been declared a professional and expelled from that body. It seems that at one time, while in ignorance of the fine distinction between amateur and professional, he had competed with a representative of the latter class.

The Boston *Post* devotes nearly a column leader on the subject of the coming uses of the cycle for war purposes. It sees in the results of the late tests in England a tendency to enhance the dignity of the wheel, and to place it on a plane that will compel the respect of those who heretofore have been inclined to scoff at the bicycle as a "mere toy," a "passing craze."

Poor Tom Eck seems to be in hard luck lately, breaking his limbs. While racing at Faribault, Minn., April 14th, an idiotic biped, bearing the semblance of a rational being, attempted to cross the track just as Eck was coming round at racing speed. A collision was the result, and we are sorry to record that Eck broke his wrist and fractured his leg We regret we cannot chronicle the smashing of the fool who caused the accident.

For convenience, the three-wheeler unquestionably bears off the palm. I carried with me from Coventry two suits of clothes, a stick, umbrella, sketching-stool and sketch-books, with painting materials innumerable, weighing in all 25lb. Nor did this load interfere with my pleasure or my speed. Whithersoever my friend the bicycler went, there I went also, and often the lead was mine.—*Joseph Pennell in the Century Magazine.*

Howell does not accept the challenge of Woodside, as made by Morgan. Howell says he will not race any distance over 25 miles, neither will he consent to time limit. He names Mr Geo. W. Atkinson, of *Sporting Life*, as referee, in place of Mr. C. Perry, of the Boston *Herald*. There is no doubt but that terms will be agreed on. The "Chippies" always have to indulge in just so much newspaper sparring. It advertises it, that is all.

Compare the price of ground rents in England and America: The Springfield track cost $1000 for the usual fall tournament, while the Lilliebridge Grounds, in London, cost about $18 a day, and the Aston Grounds, Birmingham, about $50. Quite a difference. Of course, the 10,000 crowd per day that makes the immense expenses of Springfield possible, are unknown in England, and the admission of "two bob" charged at Springfield would be equivalent to prohibition in England.

An English house has put a new tire-band upon the market. It consists of an india-rubber strip furnished at either end with a hook clamped firmly to the rubber. The object is the securing of loose tyres when upon the road, and this certainly fulfils its object completely. The bands are easily applied, and attached in a moment. One end is hitched on to the rim on one side, the band stretched and passed two or three times round the rubber, and finishing up by hitching the other hook in the other side of the rim.

A match between three bicyclists and a Russian trotter took place April 12, in Vienna. The prize was 2000 francs and the distance 10,000 metres, being forty times around the course. Three bicyclists took part in it, Mr. Duncan from London, Jules Dubois from Paris, and Paul Medinger from Bordeaux. The Russian trotter, a handsome gray, belonged to Herr Stefan Tupan, of Vienna. After the second round the bicyclists took the lead, and finally, after a nineteen-minutes' race, the horse was easily beaten, the result being a dead heat between the two Frenchmen.

"What are yez doin' there?" yelled a gray-coated park policeman, at a cyclist who was trying to extricate himself and wheel from beneath the hoofs of a terrified horse, upon the Riverside Drive. "Why, Mr. Officer," answered the wheelman, as he gained his breath, "that man has deliberately run me down, destroyed my wheel, and endangered my life, and I want him ar——" Policeman, noticing a scratch upon the horse's fore foot, interrupts the cyclist with, "Young feller, yez have hurted this horse, and I'll have to run yer in for cruelty to animals," and he did. Result, officer prefers charges, and cyclist pays them. Cost, $10; repairs, $46. Total, for "road hog's" amusement, $56.

Woodside, it will be remembered, was to have raced against the fastest Irish amateurs at Dublin during the Easter races, under a special permit of the N.C.U. Ireland was to have set an example to the world in the matter of non-"coercion," but, alas, at the last moment the N.C.U. weakened, and the poor, hemmed-in amateurs were gravely warned that if any racing took place between them and the "American Team" they would forever forfeit their amateur standing. This had the desired effect, and so Woodside had to satisfy himself and the crowd by an exhibition ride, during which he broke all the Irish records from one to twenty miles.

A new scheme hails from Washington, and is nothing less than the first appearance of the cycling "drummer." The gentleman who is the originator of this idea intends to do his travelling on a bicycle, visiting wheelmen and agents, and keeping his samples shipped ahead of him. He will push sundries almost entirely. If the plan be not a success for the manufacturers, it cannot fail of being so to the "drummer." He will demand $2.50 per week for each article he exhibits, and when sales are made through him, five per cent. of the bill on wholesale, and twenty per cent. upon retail prices. The balance, if any, will go to the manufacturer.

The first of a series of five international bicycle races took place on May 14th between Howell, of Wolverhampton, and Woodside, of Philadelphia. The distance was twenty miles. There were 5000 people present. Woodside at the beginning rushed to the front and led at the end of the first mile, which he covered in 2m. 48s. At the end of the tenth mile Woodside was still in the lead, but toward the close of the race Howell gained on him and finally won by fifteen yards. The time for the twenty miles was 1h. 40s. The distance in the other races will be respectively one, five, ten and twenty-five miles.

Dr. McGlynn, the Catholic priest, who is flirting with Henry George and the anarchist element, and who has been deposed, in a speech recently said he wanted to see a Pope who would walk down Broadway with a plug hat on and an umbrella under his arm. This will not do. Let the Pope remain exactly as he is. If the Pope starts in wearing a plug hat and promenading Broadway with an umbrella under his arm, somebody else will want his Holiness to wear dude collars, and lead a dog, and they won't let up on the Holy father until they get him on to a bicycle, or driving a four-in-hand. Dr. McGlynn may be a nice gentleman, but he don't know how to run a Pope successfully.—*Peck's Sun.*

The great Ruskin is down on cycling, and hear what he says: "I not only object, but am quite prepared to spend all my best 'bad language' in reprobation of bi-tri-and-4-5-6 or 7-cycles, and every other contrivance and invention for superseding human feet on God's ground. To walk, to run, to leap and to dance are the virtues of the human body, and neither to stride on stilts, wriggle on wheels, or dangle on ropes, and nothing in the training of the human mind with the body will ever supersede the appointed God's ways of slow walking and hard working." We will accept Mr. Ruskin's view on art and kindred subjects, but, as an authority on the subject of cycling, we vote him *non compos mentis.*

The trial of Jacob Miller, of Middlebranch, who drove into and ran over a Canton cyclist, was tried before Justice Braden lately, and developed the surprising fact that in Ohio there is absolutely no law that compels a vehicle to turn out and give part of the road when passing another; and in case of an accident occurring, unless it can be clearly proven that one of the parties wilfully and intentionally ran into the other, so that the injured party can bring an action for assault, there is absolutely no redress. The Ohio Division, L.A.W., will take immediate steps to have a bill brought into the legislature this fall, defining the laws of the road — such laws being now in force in nearly all of the States. Every horseman is also interested in being protected on the road, and a number have already signified their approval of the action of the wheelmen.—*Canton Rollers.*

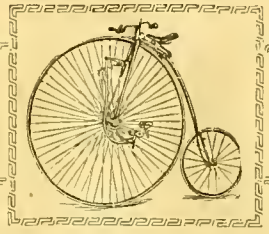
Continued on page 96.

THE

Fifth Annual Race Meet and Tournament

OF THE

CANADIAN WHEELMEN'S ASSOCIATION



$600 IN PRIZES.

AGRICULTURAL PARK

Brantford, Ont., July 1st, 1887.

PROGRAMME OF RACES.

1. **One Mile Bicycle Championship,**
   Gold Medal, - - - - - - $25 00
2. **Five Mile Bicycle Championship,**
   Gold Medal, - - - - - 25 00
3. **One Mile Tricycle Championship,**
   Gold Medal, - - - - - - 25 00
   (Open to all Amateurs resident in Canada.)
4. **Half Mile Dash,**
   Two Prizes, value - - - - 35 00
5. **Two Mile Green Race (Roadsters),**
   Three Prizes, value - - - - - 50 00
6. **Half Mile without hands,**
   Two Prizes, value - - - - - 35 00
7. **One Mile (Safety Bicycles),**
   Two Prizes, value - - - - - 35 00
   (Open to C.W.A. Members.)
8. **One Mile,**
   Two Prizes, value - - - - - $60 00
9. **Three Mile Lap Race,**
   Two Prizes, value - - - - - 50 00
10. **Ten Mile,**
    Two Prizes, value - - - - 60 00
    (Open to any Amateurs.)
11. **One Mile Club Race (Brantford),**
    Medal, value - - - - - - 25 00
12. **Largest Representation of any Club,**
    Prize, value - - - - - - 60 00

Diamond Pin added if Canadian Record is broken in No. 1.

13. **440 Yards Foot Race, open to Farmers' Sons,** - 1st Prize, Mower; 2nd Prize, Horse Rake.

Entries close 25th June, 1887, to Clarence R. Fitch, accompanied by a fee of $1.00 for each Championship event and Foot Race, and 50 cents for each of the other events. Post entries 50 cents additional. For further information, address:

CLARENCE R. FITCH,
Brantford.

The Overman Wheel Company has made a 64-inch bicycle, which they claim to be the largest ever made in America.

The Ottawa Bicycle Club took part in a grand procession and reception tendered Lord Lansdowne on his return to Ottawa from Toronto.

Montreal, as has always been the case, has also a black horse for the coming meet. Go in, Montreal! and try for the diamond pin, that so many are expecting.

W. S. Maltby, one of America's fancy riders, will arrive in England in June from Australia, where he has been performing. He is the sixth champion to visit England.

Two clergymen, in Pennsylvania, have lately been obliged to give up bicycling, on account of their congregations regarding it as undignified—one in Millersville and the other in Germantown

Montreal intends sending a contingent of photographers to take in the interesting events at the meet. We fear these poor F. F's (fotografing fiends) will be kept pretty busy, as everything that happens at Brantford will be an event long to be remembered.

The Singer Co. have sent a Victoria six-in hand to America, the trial trip on it being made at Boston, on May 17th. It was manned by six well-known cyclists, and made great speed, the run being judged a decided success. It was taken to the St. Louis meet.

The Hon. Secretary of the Montreal Bicycle Club Mr. R. F. Smith, has taken unto himself a wife, although as yet no one knows whether she be fair or dark. However, our most hearty congratulations are conveyed, through these lines, to the happy couple, and it is to be hoped that Brantford may be graced with a tandem.

The Rudge people have designed a machine to carry five men, a small machine gun, and an ammunition box. The machine has five wheels, the steering wheel being ridden, and in form is like a kangaroo; the next two wheels, which are connected by an axle like a tricycle, are ridden bicycle fashion or kangaroo fashion, one man in front and one back of the wheel; the other two wheels carry the machine gun and the ammunition box.

The American League Racing Board has passed the following rule: "Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path; but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board.

Not beaten, but disappointed.—A detachment of the Newmarket Bicycle Club, under command of Captain Binns, started to wheel across country, on May 23rd, to Beeton, a distance of twenty odd miles, to attend a Queen's Birthday race meeting to be held on the 24th. Heavy thunder showers overtook them midway, and their picnic on the heavily-soaked clay roads and rescue by a farmer with an empty hay-rack would fill a column. Unfortunately the continued rain made wheeling impossible, and the party were obliged to return home *via* Barrie (50 miles round) without having had opportunity to compete for some valuable medals, which the Newmarket flyers were confident had a race come off would have been theirs.

Mr. Temple, the American Trick Bicyclist, made a successful attempt on the 2nd of May to ride along the wall of the North Pier, at Aberdeen, on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, which a companion held in his hand, Temple balanced himself for a short time and moved rapidly off towards the lighthouse. On reaching the sloping rise of two feet he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of about 150 yards. The daring bicyclist did not consider his feat as at all a dangerous one, stating that if he had been unfortunate enough to fall into the sea, he would not have hurt himself, as the tide was rapidly running in; besides he is an expert swimmer, and, at the worst, would only have had a bath. The height from the wall to the water is about 25 feet, and some 5 feet to the road bed. The event naturally drew together a large crowd, who heartily cheered Temple on his accomplishing his astonishing task.

A novel cure for—or rather preventive of—blistered hands has been accidentally discovered by Mr. McDonald, of the Facile B.C. It happened that one of the horn handles of his bicycle came loose, so as to revolve on the bar, when he was on one of his first long-distance rides of this season; and, being unable to tighten it, he rode with it so, discovering at the end of his journey that his right hand, which held the rigid handle, was badly blistered, whilst his left was quite free from that annoyance. He attributes the phenomenon to the absence of twisting-vibration in the loose handle, and intends to have his other handle made loose on purpose. The idea seems understandable, and it will be interesting to note whether the result of the experiment is satisfactory. Revolving—or, rather, rotating—handle-grips will be a novelty in anti-vibratory appliances. We always experience a feeling of annoyance if a handle gets ever so little loose, but it may turn out that this is one of those things which becomes familiarized by custom into a pleasure instead of the reverse.

:o:

THE BICYCLE IN THE ARMY

Hearing that Mr. Jo Pennell, the well-known American artist-journalist, had been performing feats of derringdo on the Continent, we were naturally anxious to know all about it; consequently, last week we promptly proceeded to subject him to that operation known as "interviewing."

"You have just returned from a cycling trip on the Continent, Mr. Pennell?" said our interviewer, by way of a commencement. "May I ask your reason for choosing a somewhat inauspicious time of the year for your trip?"

"Certainly," replied Mr. Pennell. "As you doubtless know, there is at present a good deal of conjecture as to the attitude of France and Germany toward one another, and the *Pall Mall Gazette*, wishing to gather all the information possible for the benefit of its readers, dispatched Mr. Norman, the chief sub-editor, and myself, as special correspondents, to make a tour of the frontier, and give the British public the benefit of our observations in the form of letters and sketches in the *Pall Mall Gazette*. There is, of course, no railway on the frontier, and when the trip was first talked about it was suggested that we should travel on horseback. My old cycling experiences, however, came to my aid, and I proposed to Mr. Norman that we should use a couple of Safety bicycles. He having once ridden a bicycle, although not a Safety, fell in with the idea, and we called upon Messrs. Humber & Co., and saw Mr. Rucker, who lent us the two Safeties that the firm exhibited at the Stanley Show."

"Where did you make a start from?" queried our representative.

"At Verdun, whence we had travelled by train. From Verdun we went to Metz, Thionville, and Nancy; then over to Strasbourg, and we were on our way to Basle when the snow came on and stopped our trip. The snow rendered the roads quite impassable even for horses, and so we were compelled to return."

"How long were you away, how many miles did you travel, and what were the roads like?" asked the interviewer, all in one breath.

"We were away a little over a fortnight," said Mr. Pennell, "of which about ten days were spent in riding. We covered between 200 and 300 miles altogether; but then a good deal of time was naturally taken up in making inquiries, gathering information, and taking sketches of the various points of interest. We carried all our luggage with us. As for the roads, we found them excellent, all things considered, of course. In the summer, after a spell of fine weather, they would be bad to beat. The Continent is a fine place to tour."

Remembering Mr. Pennell's late adventures on the Continent, when he and his companions were arrested and imprisoned by the authorities because they made sketches of various places, our representative interrogated the American journalist as to whether he had been interfered with this time.

"No," said Mr. Pennell, "we were not actually interfered with, but we ran a great risk. We took over special passports, and had an interview in Paris with Gen. Boulanger, the French Minister for War. We wanted his permission to make inquiries and sketches, but he very candidly told us that he disapproved entirely of our excursion. He informed us that it was not in his power to stop us, or he would have done so, and warned us that our advent would be notified to the authorities and a sharp eye kept upon us, and if we were discovered doing anything in the least degree illegal we should certainly be arrested. This naturally made us extremely careful, and we thought it wisest not to interview the German authorities. We were looked upon in some quarters with a certain amount of suspicion, but were not actually interfered with."

"Did you meet many cyclists?" we asked, wondering whether the freemasonry of the wheel had penetrated to the Continent.

"Not very many," replied Mr. Pennell; "but those we did meet gave us the heartiest of welcomes and pioneered us about their towns in the friendliest of ways. It is proposed to use the bicycle for scouting purposes in war time by both France and Germany. At Strasbourg, we found that there were over fifty soldiers learning to ride, under the superintendence of some of the lieutenants, who are members of the Strasbourg B.C."

"Your trip," said the interviewer, "has certainly proved that the cycle can be put to practical use."

"Decidedly," returned Mr. Pennell, warmly, "and personally, I think our little tour of more value even than Stevens' journey round the world. His tour has not demonstrated the practicability of the bicycle in any way, but only the indomitable perseverance of one man; whereas our trip, although in itself not remarkable, is the first time that the bicycle has been used for practical reporting purposes instead of horses, carriages, or trains. We have demonstrated that a cycle is a machine capable of being used for work as well as for pleasure."—*Wheeling.*

:o:

A MULTICYCLE.

A London (Eng.) despatch says: While we are taking much to heart the revelations of inefficiency and stupidity in our military and naval departments, it is interesting to know that the recent experiment of a volunteer cycle company is likely to develop great progress. This week at Aldershot will be tested a new vehicle, shaped like a long racing boat, on which a dozen soldiers can sit in single file and propel it easily at the rate of sixteen miles an hour, and can draw eight baggage waggons after them. This multicycle is steered easily by one man, is affected little by rough roads, and turns in less space than an ordinary hansom. It is an English invention, and it is not to be offered abroad.

COMPANION WANTED,

FOR TOUR in EARLY PART of SEPTEMBER. Route suggested, below Quebec, or to Boston, Mass.—Address

C. LANGLEY, *C.C.*,
12 Front street West, Toronto.

"TEN THOUSAND MILES ON A BI." (908 pages, 675,000 words, 22,806 index-references). Mailed for $2 by Springfield Printing Co., Springfield, Mass., after June 15. Descriptive circulars and 32 pp. of specimens sent free on application by post-card to the publisher, KARL KRON, "*at the University Building, N.Y. City, D.*" Subscribers who wish to claim their autographed copies should send $1.20 to him there before August 1.

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The American Champion

Is the Most Desirable Wheel in the Market.

1. Bearings are the easiest running of any in the world.
2. Adjustment of bearing the simplest and best.
3. Adjustment of cranks the most rigid, no taps to loose.
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5. Head the strongest and most durable, has 3½ inch bearing surface for neck (other wheels have ¼ to an inch only).
6. The handsomest and strongest detachable one-piece handle bar.
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8. The most comfortable and elegant saddle.
9. Absolute dust proof rear wheel bearings.
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11. Has more good patented novelties than all other wheels.
12. Comes at a reasonable price.
13. Is constructed on scientific principles.
14. The most elegant wheel that can be produced.
15. Is honestly made of the best steel.
16. We invite comparison, piece by piece or as a whole, with any machine in the world.

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Largest Manufacturers in America. Catalogue mailed on application.

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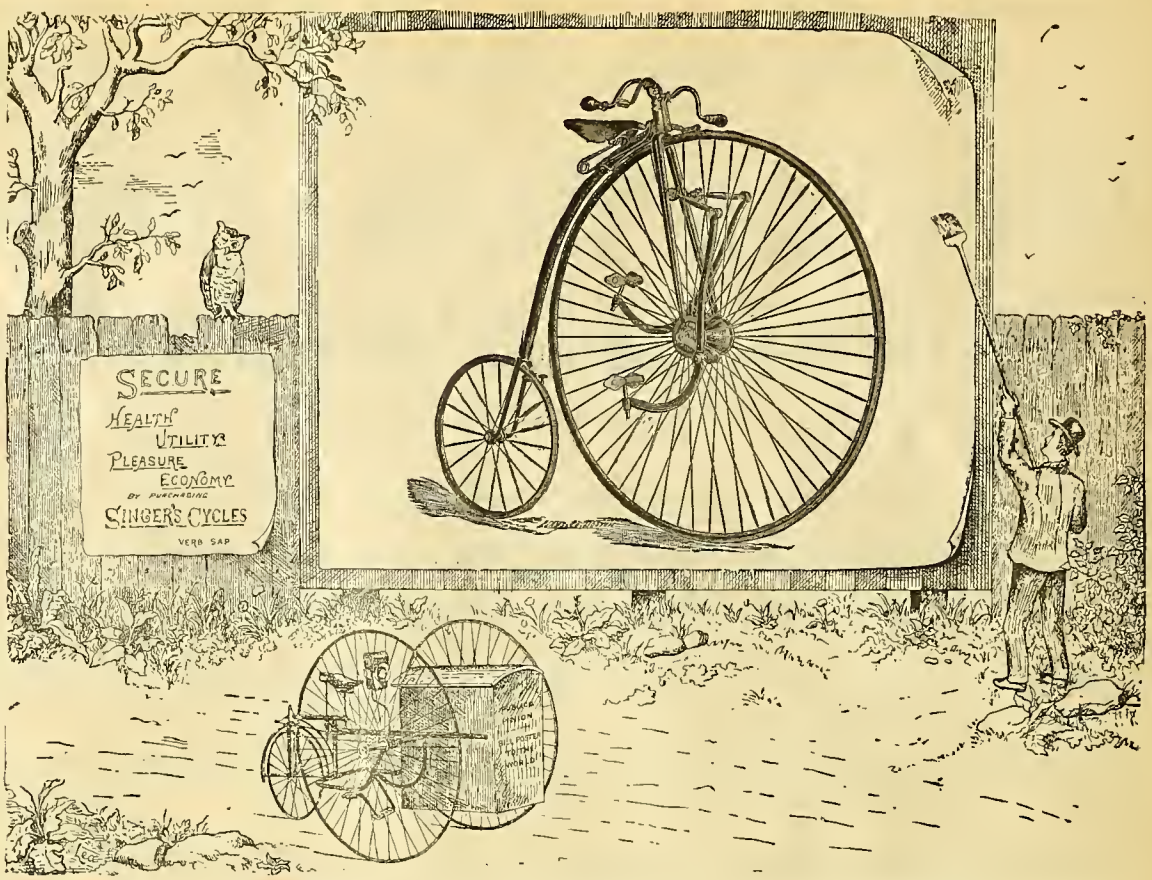

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True Tangent Wheel.

Perfection Forks and Backbone.

Warwick Hollow Grim Rim and Tyre.

With Sq. Rubber Ball Pedals.

Warwick New Swing Saddle and Oil Can Holder.

The Lightest and Strongest Wheel made.

☞ The only first-class Wheel made by a Canadian firm, for Canadian Roads and Riders.

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TORONTO.—T. H. Robinson, 510 Yonge St. HAMILTON.—J. Ferris & Co., King St.
MONTREAL.—E. C. Mount, 16 Victoria Sq. OTTAWA.—Beament & Elhinney, 89 Spark St.
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THE "NEW RAPID."

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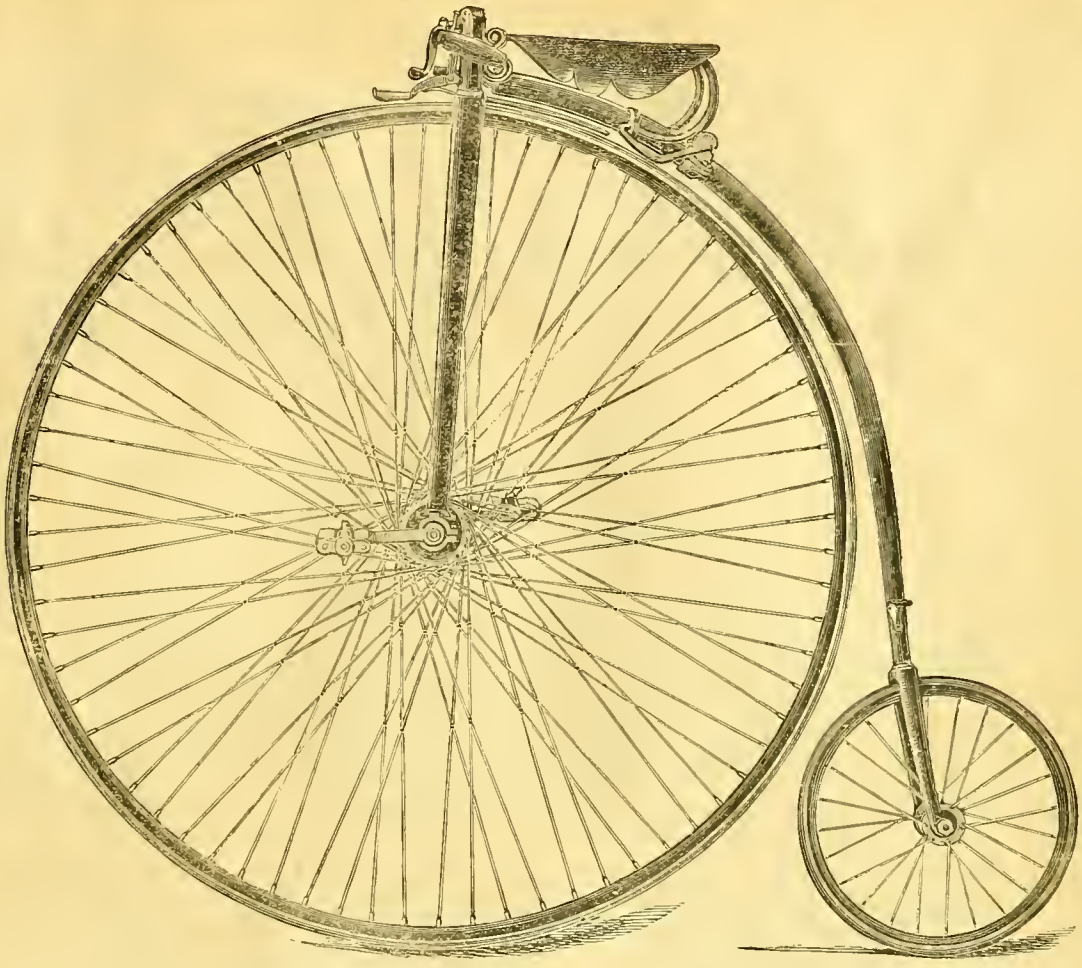
Ball-bearing Head.



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Combination Spring and Saddle.

The most perfect, the most durable, the most graceful, and the Bicycle giving the most perfect satisfaction ever made. Do not be induced to buy an inferior wheel when you can buy a superior machine for the same price. It is to your interest to buy a **"NEW RAPID."**

MESSRS. T. FANE & Co., Dear Sirs,— Toronto, May 3rd, 1887.

The 52 in. "New Rapid," I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is hansome in appearance and its construction is as near perfection as possible. I am well pleased with it. Yours faithfully,

FRED FOSTER, W.B.C., am. champion of Canada.

"CLUB" SAFETY, the machine which is so greatly used, and which gives undoubted satisfaction.

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THE "NEW RAPID" rear driving Safety, fitted with the true Tangent Wheels.

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Boys' "COMET" Bicycles - - Price $20 and $30.
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FANE'S HYGENIC SADDLE.

A saddle with advantages over all others. Non-vibrating; is bifurcated to remove pressure from the perinæum. Positively the best saddle made. Price, $5.50.

T. FANE & CO., - 36 Adelaide St. W.
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Some Records on COLUMBIA BICYCLES.

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Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield, October 25th, 1886.

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PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

	MILES.	TIME.
WORLD'S RECORD	1-4	.36 2-5
WORLD'S RECORD	1-2	1.13 2-5
WORLD'S RECORD	3-4	1.50 1-5
WORLD'S RECORD	1	2.29 4-5
WORLD'S RECORD	2	5.11
WORLD'S RECORD	3	7.48 4-5
WORLD'S RECORD	4	10.41 2-5
WORLD'S RECORD	5	13.23 4-5
WORLD'S RECORD	6	16.12 3-5
WORLD'S RECORD	7	18.59
WORLD'S RECORD	8	21.41 2-5
WORLD'S RECORD	9	24.26 4-5
WORLD'S RECORD	10	27.07 1-5
WORLD'S RECORD	11	29.51 3-5
WORLD'S RECORD	12	32.35
WORLD'S RECORD	13	35.18 2-5
WORLD'S RECORD	14	38.01 2-0
WORLD'S RECORD	15	40.41 2-5
WORLD'S RECORD	16	43.26 4-5
WORLD'S RECORD	17	46.14 4-5
WORLD'S RECORD	18	48.58
WORLD'S RECORD	19	51.40 1-5
WORLD'S RECORD	20	54.25 2-5
WORLD'S RECORD	21	57.07 3-5
WORLD'S RECORD	22	59.46
WORLD'S RECORD	23	1.08.22 3-5
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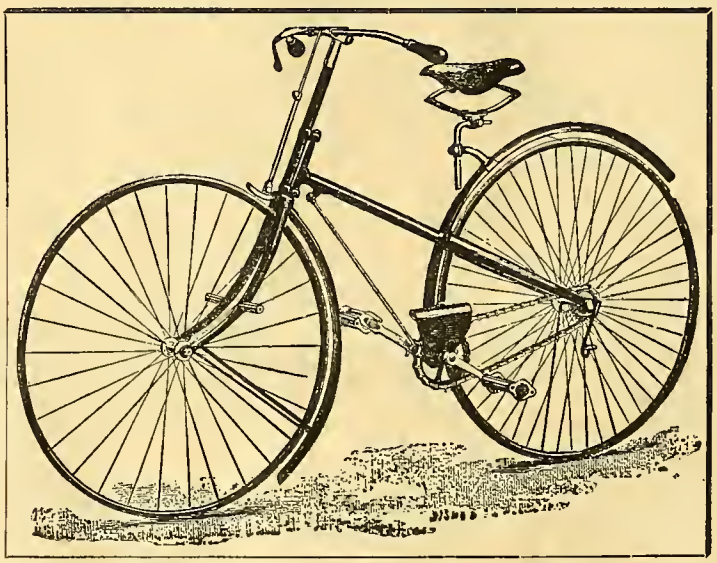
BOSTON. NEW YORK. CHICAGO. HARTFORD.

A Fac-simile Blackboard, containing the matter upon this page, sent by mail free to any one who will hang it up in a conspicuous place.

THE PREMIER SAFETY BICYCLE.

Faster, Safer and a better Hill-Climber than any other style of Cycle.

New Catalogue now ready. Send 3c. Stamp for a copy.



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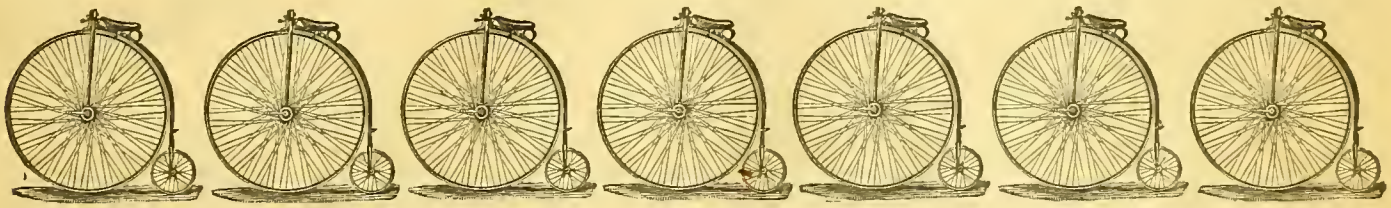
The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

VOL. VI 4 LONDON, CANADA, JULY, 1887. No. 9.



Question.—Is wheeling better than walking?

Answer.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box. and rolling the same in a cask.

Q.—Should riders lend their cycles?

A.—No; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made?

A.—Yes. A cheap wheel soon wares into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily?

A.—Because they are rigid in all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence"?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay?

A.—Yes. The makers of the "Victor" do; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make?

A.—The Victor tires are pure Para gum, with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the square rubber pedals?

A.—The Overman Wheel Co., who also originated the "Victor" swing saddle, which has been so widely copied in the market.

Q.—Does any maker put upon the market a bicycle all forged steel?

A.—The makers of the "Victor" will pay $100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best?

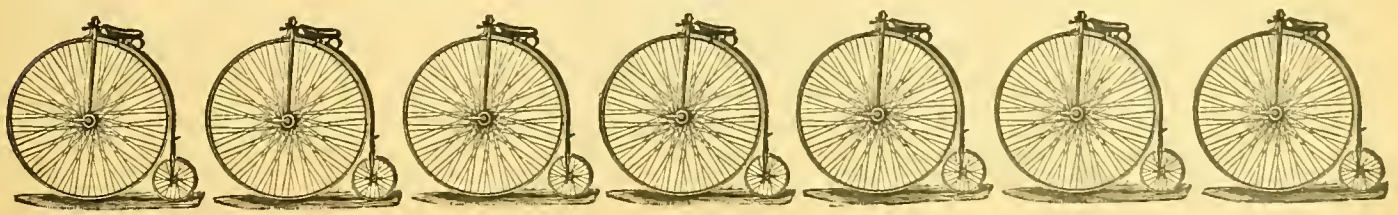
A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny a line bosh." The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½ cents per line. It is an excellent way to top off display Ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top off" their display Ads. in reading columns "at 12½ cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top off" their display Ads. in "reading columns at 12½ cents per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbus Ave., Boston.



A Score of Big Bargains

OFFERED BY

CHAS. ROBINSON & CO.,

22 CHURCH STREET, TORONTO.

Sole Canadian Agents for the famous RUDGE Machines.

Monster Bargains.

The following are among the most decided bargains we have offered this season. We do so merely to make room for several cases of New Rudges due to arrive this month:

(1). RUDGE TANDEM TRICYCLE.

This was imported by us last season and has only been ridden a little. It cost new $180. $100 cash will take it this month only. It is two-tracked and can be converted into a single machine. Can be taken in through an ordinary doorway. Cut of machine sent on application.

(2). SINGER TRAVELLER TRICYCLE.

For one rider. Rear-steerer. Bicycle Steering. Runs and Steers very easily. Adjustable Seat. In sound condition. Cost new $140. $50 cash, only asked for this month.

(3). 54-INCH RUDGE RACER.

Only weighs 22 lbs. Cowhorn handle-bars. Price new $115. $50 cash, the price for a few days.

(4). AMERICAN STAR.

Full nickelled. In perfect running order Cost $150. We will accept $50 cash for a short time only. This is one of the most remarkable bargains of the series.

(5). YOUTHS' IDEAL TRICYCLE.

New. Made by Gormully & Jeffery Mfg. Co. A fine machine. Reduced from $45 to $35 during July only.

(6). 52-INCH BRITISH CHALLENGE

Everyone knows the merits of this line of wheels. This one is in good condition. Reduced from $80 to $60. Who'll have it?

(7) 52-INCH BUTCHER CYCLOMETER

New. Reduced from $11 to $8 for this one only.

(8). 56-INCH INVINCIBLE.

This is full nickelled, and cost new $140. Does not show any wear, having only been ridden a short time. $70 cash.

(9). 52-INCH RUDGE LIGHT ROADSTER.

Only a little shop-worn. $110 takes it.

(10). 40-INCH RUDGE SAFETY.

The best type of Safety in the market. This one is in good condition. New $115; now $60 only.

(11). KANGAROO SAFETY.

New $115. This one only $80. In first-class condition.

(12). LAMPLUGH & BROWN BUFFER SADDLE.

Reduced from $5 to $4, only a few left. This is the best English Saddle made.

☞ The above are a few of our specia. .argains. Send for July Catalogue of New and Second-hand Wheels and Sundries.

SPECIAL OFFER

We will make the special offer of sending any of the above machines (excepting Nos. 1 and 2), by Express C.O.D., with privilege of examination, and return if not as represented, on the mere condition that consignee pays Express charges both ways.

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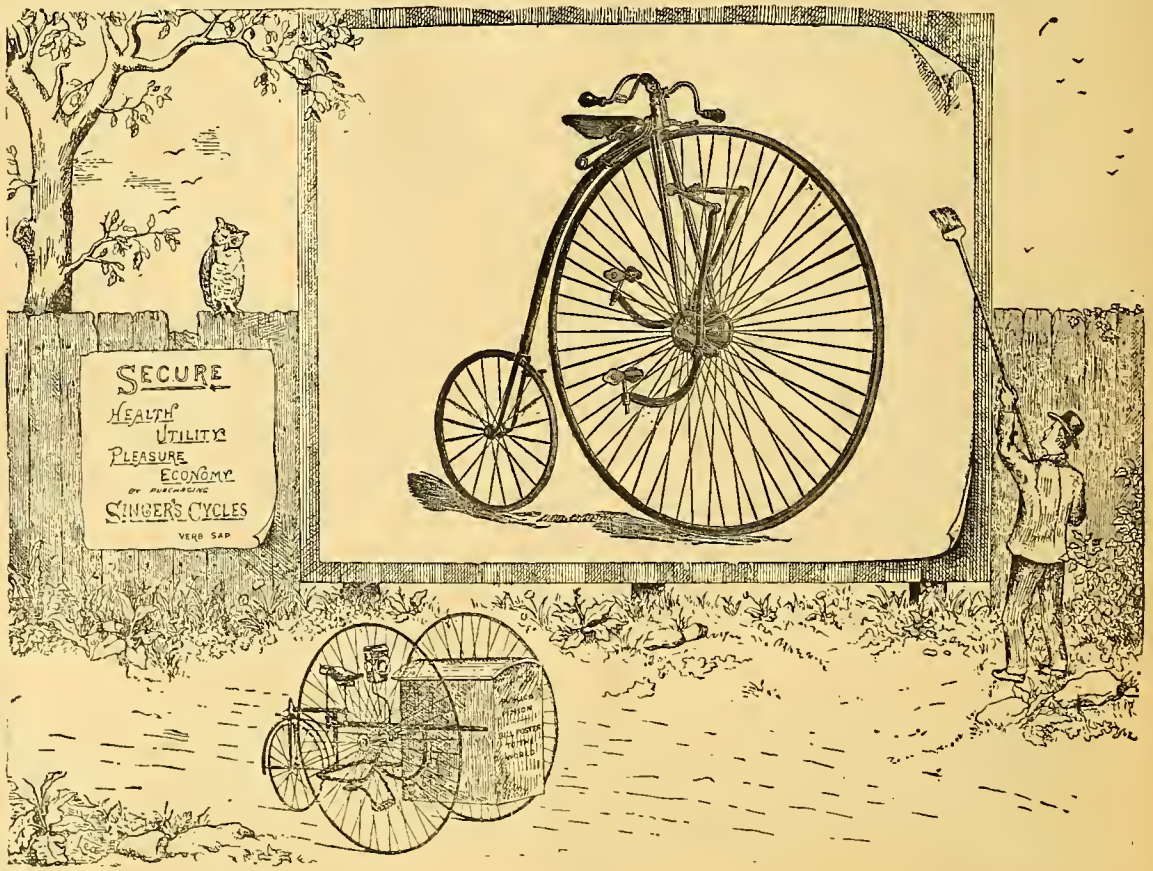
The Largest and most perfect stock of Bicycles and Accessories in Canada.



The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, JULY, 1887.

EDITORIAL NOTES.

They are using the electrical timing apparatus in English races now.

Does anybody know anything about a young man named George Hendee?

The programme of the Meet was very handsomely printed, at the *Expositor* office, the cover being quite a work of art in its way.

Where was Ottawa, anyway? A meet without Mothersill and Jenkins, and a tricycle championship race without the former, looked unnatural.

Read the annual report of the Secretary, and then say if you know of a more prosperous and successful sporting organization on this continent

Year by year the success of the annual Meet is maintained. It seems impossible for the C.W.A. to strike an unappreciative town or an unpropitious day.

'Twas very creditable to the Overman Wheel Company that Victors were ridden by the two men first in at the Clarksville road race. The name is appropriate.

Two members of the Montreal Club acted as meet reporters for the Montreal *Herald* and *Gazette*, and sent their papers very interesting accounts of the day's doings.

St. Catharines, Stratford and Ottawa will be applicants for the Meet of 1888. No chance of our Meet going a-begging, you see. Shouldn't wonder if Belleville should chime in at the spring meeting also. Eh, Brother Way?

Did you notice how fond the Brantford Mayor and Aldermen were of talking about the pretty girls of Brantford? Looked a trifle as though the girls were on their hands, but it may have been pure sympathy for the benighted foreigners.

Woodside was nowhere beside Howell, and no wonder. He expended all his wind before the races. Our American friends are still sanguine that Rowe is the champion of the world, and 'tis certainly a pity that he and Howell can not be got together.

The Wanderers having laid claim to the possession of a large number of championship trophies, the Torontos issued a newspaper challenge for a fifty-mile ride. The Wanderers say they will accept if the challenge comes in the proper way.

Financially and numerically the C.W.A. is stronger to-day than ever. New life seems to have been infused into it this year, and it seems destined to grow and strengthen with the revolving years. So long as its present Secretary-Treasurer has the handle-bar in his hand, no fear need be felt for the C.W.A. wheel.

Hal. B. doesn't like Ducker Way's appointment to the Vice-Presidency, not that he doesn't think that Mr. W. would make the best and jolliest V.-P. we ever had, but he is afraid that the work in the Midland Division will suffer. We don't believe it. You cannot keep Way from working, unless you bury him, and then we believe he would dig his way out.

The decision of the Board of Officers to suspend all affiliated clubs from membership who do not carry out the rule requiring them to enroll all their members in the C.W.A., will have a salutary effect. Some of the strongest clubs, whose members participate very largely in C. W.A races, and take no inconsiderable number of prizes supplied by the Association, are the greatest offenders in this respect. They may have acted in the manner they have either through carelessness or from an opinion that the Association would not venture to enforce the rule against such strong and influential clubs. But the Association cannot afford to know the strong from the weak,—for just so soon as it does not only will it depart from the path of justice, but will destroy the allegiance of the smaller clubs and unattached members. We have one rule for all. Now let it be enforced, let the chips fall where they will.

Messrs. Foster and Davies are guilty of a high crime against the C.W.A. We cannot believe that they fully appreciated the degree of obloquy they were drawing upon themselves, and upon the Association, by the loafing tactics they adopted in the five mile championship race, but that is slight palliation for the fact that two of Canada's fastest riders — one of them said to be the fastest amateur on the continent — should have disgusted their friends and the thousands of spectators who had gathered to see them race, by acting as though they were pot-hunters, and not sportsmen,—by acting as though the object they had in view was the capturing of the prize, no matter by what trickery, rather than a laudable intention to determine which was the better man upon the wheel. It was a pity that their scheme could not have been nipped in the bud by a refusal to allow them to finish the so-called race, but it is not likely that the Racing Board will allow the rules to longer go unamended in respect to such practices. The sport in Canada has been remarkably free from jockeying, and this first attempt to introduce it should, by force of compulsion, be the last.

———:o:———

"The knee-breeches boom in Chicago has burst. The young men had the courage, but they didn't have the legs."—*Call.* "The Philadelphia boys have the legs, but they lack the courage."—*Ex.* If Philadelphia and Chicago will waive the clause in relation to competitors being "boys," I'll back Vassar College to fill the other requirements of the "boom."—*Owl.*

PETE'S PORTION.

Toronto, June the Jubileeth, 1887.

I ask for the sympathy and tears of Canadian wheelmen. Were your vision to penetrate the distance between us, you would behold a sad, sad sight — my once manly form ignominiously laid lengthwise on a patent spring bed; my infinitesimal feet bolstered up, and my Adonis-like face disguised for at least two days to come. The club statistical secretary's report on my condition reads as follows:

1 blackened optic.
6 missing molars.
½ of ear detached from main body.
1 homebase wound on stomach.
1 lame leg.
2 toes with undue curvature of spine.
Cause: Baseball.

There you have it, Mr. Editor. I fought in the famous baseball battle last week between the never-to-be-nonplussed nine of the Wanderers and the triple trio of the Torontos. By the time victory had perched, the green sward was dotted with the striking uniforms of the fallen, and at 10 p.m. the baseball wing of the General Hospital was full to overflowing. The surgeons hope to pull us through by Dominion Day.

A JOLLY TIME AHEAD.

A return match will likely be played shortly. A good suggestion has been made to hold a cyclist's picnic down the Kingston Road somewhere, open to all club members and unattached riders, when the conflict will take place.

THE UNATTACHED ARMY.

It is a matter of surprise to me that so many wheelmen, very narrow-mindedly, and selfishly, I think, wheel the summer months away without joining a club or in any way associating with the boys. To my knowledge there are scores of riders in Toronto alone who are old maids of the wheel—enough to form a third club were they to organize, say as "The Unsociables."

A FUNNY SYNDICATE.

Here's something rich. It appeared in the Toronto *Telegram* a few days ago:

TEN GENTLEMEN—TO JOIN ADVERTISER IN forming a syndicate to purchase for their own use the best American bicycle manufactured, at wholesale; no speculators need communicate; references exchanged; will advise a place of meeting after all communications are received. Address BOX 149, TELEGRAM.

Imagine ten chaps owning a bicycle among them! Will they all ride it at once, I wonder? Ten ladies owning ten babies might as well join in the purchase of one baby carriage.

SUNDAY RIDING.

A correspondent in one of our evening papers deprecates the Sunday riding carried on by some of the members of the Wanderers. The question is an open one, and very strong advocates on both sides would no doubt be found. I, for one, am dead against it, and think that a general use of the bicycle for pleasure-seeking on Sunday would lose for us the respect we now have of the people at large, and help to degrade the sport as well.

PETE.

———:o:———

THE COMPLAINT OF A DEALER.

To the Editor.—I gather from my business correspondence that wheelmen generally look upon agents as full-fledged sharpers ever ready to take advantage of the innocent cyclist. If a wrench is accidentally omitted from a tool-bag, a lengthy screed is received charging the seller with fraudulent intent; if an oil-can is missing, the proof of highway robbery is positive; and if there is an oil-cap wanting, the wicked, wicked agent is beyond all hope. I repudiate the insinuations as far as the firm I represent are concerned, and my defence will apply to the other cycling dealers as well. We have a different idea of business ethics, and decidedly object to be looked upon as sharpers and our every transaction as being studied to defraud and deceive.

DEALER.

ENGLISH RACING NEWS.

The one mile bicycle and twenty-five mile tricycle championships were contested on May 30 at Birmingham. The entries for the mile championship were few but representative. First Heat—Geo. Gatehouse inside, W. A. Illston outside. Illston made the running at an easy pace, with Gatehouse waiting, and though the latter challenged, Illston easily held his own, and won by three yards in the slow time of 3m. 1 2-5 secs. Second Heat—Osmond, who has been in training for the twenty-five miles tricycle championship, cut all the running at a good pace, the wind being, however, rather bad. When the bell rang Synyer rushed by, and, drawing away, won easily by ten yards in 2m. 46 4-5s. Osmond's time, 2m. 47 4-5s. Final Heat—As in his heat, Osmond simply went all the way. Coming down the hill into the straight, Illston suddenly dashed to the front and held the inside. When the bell rang going up the hill Synyer challenged and drew nearly level at the top corner, but, going along the top of the ground, Illston, going in marvellous form, drew away, and, turning into the straight with a clear lead, he won handsomely by two yards. Time, 2m. 45 3-5s.

The twenty-five miles tricycle championship contained a good representative crowd, without being unduly overdone with mere medal men. Amongst the entrants who were colored appeared the names of R. J. Mecredy, the holder, who rode so plucky a race last year at the Alexandra Palace, when he ran Gatehouse to a standstill on the awfully heavy path; G. Gatehouse, the 1885 holder of the title, won after one of the grandest tricycle races ever seen in the best time on record, on the Crystal Palace track, where, under the care of C. Wilson, he had been trained to use his wonderful staying powers to the best advantage, and had such men as Cripps, the two Lees, and others settled before the half distance; Frank Moore, one and twenty-five miles champion in 1882 on the bicycle; F. J. Osmond, who held the three-quarter mile bicycle record, and has shown marked improvement this season, though as yet quite a youngster, being only 19 years of age; P. T. Letchford, who has been many times amongst the records; E. B. Turner, Cousens, G. P. Mills, the road-rider, and others. Moore led for a lap or two, but the main part of the pace-making was done by Mills, who kept getting to the front, and pounding away in rare style. Gatehouse went to the front once or twice, but immediately slowed down, as if his object in taking the lead was to secure a rest, which before 20 miles were covered he sadly needed. Frank Moore, on a Quadrant, went in grand form, and made several big but ineffectual attempts to get away. Osmond, riding with very great ease, kept his position very easily, and but for a mouthful of port wine and egg at 15 miles he had nothing. Some of the others—Moore and Terry, for example—took a little light refreshment, whilst Gatehouse, during the hour and a half he was on the track, appeared to take enough food for a whole day's riding. At 19 miles, reached by Osmond in 1h. 3m. 4 4-5s., the Norwood boy bustled the crowd along for a lap or two, and one or two of the men began to look very bad, Gatehouse conspicuously so, with his shoulders up and his head hanging down, looking nothing like the fine natural stayer he really is. At 21 miles the records began to fall, Mecredy securing 21, 22 and 23 miles, as follows: Twenty-one miles, R. J. Mecredy, 1h. 9m. 57 3-5s.; previous record, R. H. English, 1h. 12m 20s. Twenty-two miles, R. J. Mecredy, 1h. 13m. 22 4-5s.; previous record, G. Gatehouse, 1h. 16m. 3 2-5s. Twenty-three miles, R. J. Mecredy, 1h. 16m. 51 2-5s.; previous record, G. Gatehouse, 1h. 19m. 41 2-5s. "Four laps more!" shouts the judge, as the string, led by Turner and finished up by Osmond, passed the tape, when, going up the hill, with a marvellous effort, Osmond rushes past the whole field and takes a clear lead, reaching the twenty-four miles in record time as follows: Twenty-four miles, F. J. Osmond, 1h. 20m. 16s.; previous record, Geo. Gatehouse, 1h. 23m. 19s. This bold manœuvre put Osmond in position for the final rush, but the only question was whether the boy would stay, but he has been trained on a "staying system," and kept a sharp look-out. Along the top Osmond drew out slightly, and coming down the hill further improved his position. Terry, who was riding third, spurted splendidly, but Osmond, who was decidedly going the easiest of the crowd, took the corner into the straight in excellent form, and, having taken a good look under his arm at Moore, spurted to the finish, and won very easily by three yards in the best time on record for the distance, viz., 1h. 23m. 21 1-5s; previous record (Gatehouse's), 1h. 26m. 29 2-5s Terry was scarcely a yard behind Moore. Eighty yards behind the trio came G. Gatehouse fourth, dead beaten; 40 yards further off R. J. Mecredy fifth; G. P. Mills sixth; King seventh, and Turner eighth.

F. J. Osmond, of the Norwood Safety B.C., was trained by Charley Wilson, of the Crystal Palace track, upon the lines laid down in the "Training" chapter of the cycling volume of the Badminton Library. He was trained *to stay*, and has fully vindicated the correctness of the system. He was scarcely distressed after the race, and was laughing and talking with his friends within five minutes, whilst Moore was quite run out. Osmond rode a direct-steering Invincible tricycle by the Surrey Machinist Co., and rode in grand force, and with much improved judgment throughout.

PREVIOUS WINNERS.

One Mile Bicycle Championship.

		M.	S.
1879.	H. L. Cortis, Wanderers' B.C...	2	59 1-5
1880.	C. E. Liles, L.A.C	2	55 1-5
1881.	G. Lacy Hillier, Stanley B.C....	3	11 3-5
1882.	F. Moore, Warstone.....	2	47 2-5
1883.	H. W. Gaskell, Ranelagh H.. .	2	55 2-5
1884.	H. A. Speechly, Ranelagh H...	3	30 4-5
1885.	Sanders Sellers, Preston.....	2	47 1-5
1886.	P. Furnivall, Berretta	2	46

Twenty-five Miles Tricycle Championship.

		H.	M.	S.
1884.	C. E. Liles, L.A.C	1	28	58
1885.	G. Gatehouse, C.U. Bi. C....	1	26	29 2-5
1886.	R. J. Mecredy, Dub. U. Bi. C.	1	55	40 4-5

On the Coventry track, A. P. Engleheart made a successful attack on the safety records. Everything was against the rider, the track sticky, and a nasty drizzling rain falling all the time. Still, as all arrangements had been made, Engleheart decided to start, and succeeded in easily beating his previous best time from five and one-fourth miles up, his ten miles' time being twenty and four-fifths seconds faster than his record made on August 27th last. We append time:

Miles.	Min.	Sec.	Previous Min.	Best Sec.
5 1-4	15	31 2-5	15	32
6	17	46 2-5	17	48 2-5
7	20	49 3-5	20	51
8	23	46	23	53
9	26	43	26	54 2-5
10	29	34 3-5	29	55 2-5

Racing circles in England have been much exercised over the queer running of Synyer and Furnivall for the 10 mile championship cup. To quote from a private letter: "We had something startling at the hitherto exclusive Surrey meeting. Synyer rode in such questionable style that the whole of the spectators saw through the game. He let Furnivall win the cup for the second time. The result is that he has been suspended *pro tem.*, and I do not expect that he will be seen on the path for another year or so."

T. R. Marriott undertook to ride twenty-four hours on a tricycle at the Crystal Palace track, London, June 8, but he was not in the best of condition, and after covering 150 miles just inside twelve hours (a new record for the tricycle) he abandoned the attempt. G. P. Coleman was timekeeper.—On the 10th G. P. Mills set out to demolish Sydney Lee's 50 mile tricycle road record, starting from rhe 80th milestone (a mile on the London side of Peterborough). He rode forty miles in 2h. 27m. 32s. (record), and finished at a tremendous pace in 3h. 7m. 24 1-5s., thus accomplishing his task. Lee's time was 3h. 9m. 15s.—On the 10th, at Coventry, Howell clipped the professional bicycle records for three-quarters of a mile and a mile, the new figures being 1m. 56 1-5s. and 2m. 35 1-5s.

The team of American bicyclists now in England took part in races at Grimsby June 4. T. Battensby, of Newcastle, beat Ralph Temple, of Chicago, in a mile handicap by a foot. F. J. Lees, of Leicester, and Temple ran a dead heat in the five mile handicap, and Lees won the ten mile handicap from scratch, with W. M. Woodside second and R. H. English, of Liverpool, third.

A quarter mile bicycle contest between R. Howell and Ralph Temple at Wolverhampton, June 20, resulted in a dead heat. Time, 39s.—equal to the best English professional record. Temple led at the start, but alternate spurts resulted in each contestant securing the lead a times.

A STRAW.—In the first twenty who finished in the Catford road race, there were 16 rear-driving safeties, 3 ordinaries, and 1 tricycle. G P. Mills made the quickest time for the 50 miles, doing it in 2h. 54m. 15s., great time considering the wind. Mr. J. A. Smith won the race on a tricycle in 3.30, he having a handicap of 1 hour and 15 minutes; A. F. Thompson on trike second with 1 hour 30 minutes start. There were seventy-six starters.

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"EDITING" IN INDIANAPOLIS.

The humorist of the *Wheelmen's Record* prints the following imaginary interview, June 2, as evidence of how "the great event of the month" has been received in Indiana:

"I suppose the inventor of the bicycle has died so often that you can't work that snap any longer?" the visitor suggested.

"Not by a good deal; he died a short time ago in San Francisco. We have just written to our Kalamazoo correspondent to kill him off again next week. He has never yet died in Michigan, and of late we have received a great many complaining letters from wheelmen in that State who feel that they have been slighted. It was an oversight. But there is one old familiar story that we shall lose very soon now, we fear."

"Can it be that Karl ——?" gasped the startled stranger.

"Yes," we answered huskily; "you have divined the truth. Karl Kron is about to publish his book, for a fact. It will seem strange to us not to make the frequent announcement that 'X.M. Miles' will positively be published next week. It will seem strange, but we will have to get used to it."

"Yes," assented our visitor; "and how odd it will seem to read the cycling papers, week after week, and see no statement of how many thousand words have been put in type up to date. Your subscribers will miss it, too; but you still have the story about the boy who won the two mile novice race on a wooden wheel made by himself, with no other tools than an axe and a cork-screw, have you not?"

"Yes, that is still young and vigorous; time does not seem to tell upon it. We are working that boy and his wooden wheel into hill-climbing contests and State championships this season."

"Well, then, you don't need to feel blue about losing the Karl Kron item, because I've brought you a little lie of my own that can be worked for a few years without hurting it. Here it is, all written out. It's about a man who invented a steam tricycle. He took a ——"

Apparently a funeral followed.

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Men who bolt their food and then put in hard work on their machines without giving their digestive organs a chance, may take warning from the following: At Sidcup, England, an inquest was lately held on the body of Mr. Wm. Dunger, overseer of Plumstead, who was found dead on a tricycle at that place. Dr. Poole, who made a *post-mortem* examination of the deceased, said he found all the organs healthy, and assigned, as the cause of death, a syncope brought on by over-exertion after partaking of food. A verdict to this effect was returned.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. J. D. MILLER, Montreal, P.Q.
Vice-Pres.—Mr. W. P. WAY, Belleville, Ont.
Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

APPLICATIONS FOR MEMBERSHIP.

MONTH OF JUNE.

Victoria Bicycle Club, Montreal, add 3:

E 0155, Frank Linn — E 0160, F Willoughby
E 0161, T A McKenna

Kincardine Club, add 4:

E 0156, John Ruettel, E 0157, Alex McIntyre — E 0158, Frank Quirk, Victoria, Ont
E 0159, Ed Harrison, Victoria

Dunnville Club, add 9:

E 0162, E R Powell — E 0167, S C Macdonald
E 0163, J T Masson — E 0168, J H Smith
E 0164, D J Blackhall — E 0169, E Michener, Campden, Ont
E 0165, W J Aikens
E 0166, W T Stevens — E 0455, F Smith

Trenton Club, of Trenton, add 6:

E 0180, O C Lawson — E 0183, J N Ryan
E 0181, D Smith — E 0184, J J Cooley
E 0182, W O Lott — E 0185, T Jaques

Newmarket Club, of Newmarket, add 6:

E 0205, J Chapelle — E 0208, F C Millard
E 0206, Geo Hewitt — E 0209, Fred Ratcliffe
E 0207, H G Lowe — E 0210, WS Sutherland

Norwich Club, of Norwich, add 5:

E 0211, M Carmen — E 0213, Davis Donald
E 0212, W H Miller — E 0214, H Haren
E 0215, Geo Wood

Hamilton Club, add 14:

E 0216, G W Brown — E 0223, W Mathie
E 0217, C E Conely — E 0224, A B Mackay
E 0218, Percy Domville — E 0225, E F Robertson
E 0219, D J Fairclough — E 0226, R Raw, jr
E 0220, T W Grant — E 0227, C H Ross
E 0221, H P Goering — E 0228, W Ross
E 0222, W Lister — E 0229, A Ridout

Montreal Club, add 15:

E 0284, E P Baird — E 0290, C O Lamontagne, jr
E 0285, D P Cothingham — E 0291, S Myers
E 0286, R M Hannaford — E 0292, H McKenzie
E 0293, C A Reynolds
E 0287, W Hugenot — E 0294, C S Reynolds
E 0288, R C Irwin — E 0295, S Oppenheimer
E 0289, A T Lemessurier — E 0296, A Wickens
E 0297, J Wilson, jr
E 0298, A Weir

St. Thomas Club, add 1:

E 0301, Wm Martin

Forest City Club, of London, add 9:

E 0306, A R Kingsmill — E 0310, E A Fitzgerald
E 0307, W E Saunders — E 0311, Geo V Birrell
E 0308, W Simson — E 0312, F Turville
E 0309, J Knight — E 0313, S F Lawrason
E 0314, G E Coleman

St. Catharines Club, add 11:

E 0332, T W Moran — E 0337, S M Daley
E 0333, S G Smith — E 0338, E F Gander
E 0334, E Poole — E 0339, W A May
E 0335, J T Couch — E 0340, W McClive
E 0336, N A Lindsay — E 0341, Chas Wilson
E 0342, Dr E R Wood

Ramblers, of Walkerton—Three renewals from Bruce Co. Wheelmen; 13 new applications:

E 0347, C F Huyck — E 0353, W B Batham
E 0348, J Whitehead — E 0354, J W Finkbiner
E 0349, C Reichenbach — E 0355, S McLean
E 0350, Ben Racey — E 0356, Geo G Ewart
E 0351, W C Hembruff — E 0357, Geo Akelmer
E 0352, E A Adams — E 0358, H O Royce
E 0359, Harry Gerhart

Couchiching Club, of Orillia, add 6:

E 0360, C L Macnab — E 0363, Geo Thomson
E 0361, E O Bingham — E 0364, C A Ross
E 0362, S E Cass — E 0365, Walter Scott

Woodstock Club, add 7:

E 0395, Jas B Rice — E 0398, James Lee
E 0396, Wm Kennedy — E 0399, A S Patterson
E 0397, A Bean — E 0400, Robt Patterson
E 0401, H R Lyon

Brantford Club, add 4:

E 0402, W T Seymour — E 0404, Lloyd Harris
E 0403, D S Sager — E 0405, Walter Hossie

Toronto Club, add 17:

E 0437, E Eaton — E 0445, Earnest Hardy
E 0438, C A Tubby — E 0446, Harry Lee
E 0439, Victor Lee — E 0447, L B Young
E 0440, A A Macdonald — E 0448, Jas Davies
E 0441, J R Adams — E 0449, T W Monteith
E 0442, H D Leslie — E 0450, Alfred Bryant
E 0443, J W Stanbury — E 0451, Jas Pim
E 0444, H C Pease — E 0452, H P Davies
E 0453, A S Bowers

Ottawa Club, add 12:

E 0466, O Connor — E 0472, T A Beamont
E 0467, J N Baldwin — E 0473, W H Sproule
E 0468, W Burns — E 0474, J A Jackson
E 0469, D H Keeley — E 0475, S J Jarvis
E 0470, E Kerwick — E 0476, A G Pittaway
E 0471, J Henderson jr — E 0477, R V Sinclair

Echo Club, of Berlin and Waterloo, add 5:

E 0483, S L Doolittle — E 0485, C E Fice
E 0484, C W Wells — E 0486, J H Ross
E 0487, O Shantz

Ramblers Wheel Club, of Belleville, add 12:

E 0488, H P Thomas — E 0494, N Hunter
E 0489, A A Roberts — E 0495, A E Lewis
E 0490, Geo Scales — E 0496, H J Clarke
E 0491, W G Pearce — E 0497, Jno N Moore
E 0492, L B Lazier — E 0498, D J McKillop
E 0493, J L Jamieson — E 0499, John Fenn

Hanover Club, add 6:

E 0500, Chas A Kern — E 0503, Wm Messener
E 0501, E Doberer — E 0504, Will Small
E 0502, Henry R Ruhl — E 0505, J L Niebergall

Unattached List, add 9:

E 0186, E Rassicoe, Thurso, P. Q.
E 0187, L P Morgan, Lindsay, Ont.
E 0188, S Schneider, Drayton, Ont.
E 0194, E L Blair, Amhurst, N.S.
E 0196, C B Shannon, Cleveland, Ohio
E 0216, Jos A Clark, Halifax, N.S.
E 0304, Harry Punchard, Seaforth, Ont.
E 0369, H C Page, St. John, N.B.
E 0370, Charles W Hall, St. John, N.B.

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APPOINTMENTS.

HURON DISTRICT, NO. 1.

The following are my appointments for the current Association year.

W. M. BEGG, *C.C.*

Place.	Consul.	Hotel.
London	W K Evans	Grigg House
Kincardine	F E Coombe	Royal
Listowel	F W Hay	Grand Central
Cargill	W D Cargill	....
St. Marys	C S Rumsey	National Hotel
Port Elgin	S Roether	Arlington House
Stratford	A C Mowatt	Windsor
Seaforth	W C McKay	....
St. Thomas	C H Hepinstall	Grand Central
Walkerton	D Trail	Hartley House
Tara	W J Fawcett	Queen's Hotel
Windsor & Detroit	F C Blodgett	....

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the current Association year.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry	Battersby
Woodstock	S Woodroofe	O'Neil
Berlin	F W Doll	American
Brantford	W J Knowles	Kerby
Norwich	W H Miller	....
Waterloo	Chas E Fice	Huethers
Paris	W W Patterson	Windson
Tilsonburg	R H C Wood	Matheson
Grimsby	W D Forbes	....
Waterford	W C Lundy	....
Jarvis	None	Commercial
Linwood	J W Bundy	Linwood House
Hamilton	S G Dunn	Royal
St. Catharines.	A N Lindsay	Grand Central
Niagara-on-the Lake	W Bailey	....
Niagara Falls	J H Robinson { 2	(Clifton) Winds'r International
Welland	H A Willet	Fraser House
Caledonia	E S Munroe	....
Hagarsville	None	Lawson House
Thorold	John Dobbie.	....

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto	C H Riggs	Walker House*
"	W H Cox	"
Newmarket	T C Watson	Royal
Acton	Chas Gibbons.	....
Drayton	J W Powley	Royal
Palmerston	A Knowles	Queen's
Aurora	J J Ross	Royal
Sutton	....	Mansion House
Markham	....	Franklin House
Owen Sound	D L Harrison	Coulson House*

——* Allows 25 % off regular rates.

MIDLAND DISTRICT, NO. 4.

The revised and amended list of appointments for the Midland District for 1887 is as follows;

Official Tailors...Brignall & Thompson...Belleville.
" Repairers. J. M. Walker & Co..... "

Place.	Consul.	Hotel.
Bath	J A Minnes	Wemp's
Belleville	J S Bonar	*Anglo-American
Bobcaygeon	F E Bell	....
Bowmanville	H Chandler	Rheubottom's
Brighton	Harry Whittier	*Central
Campbellford	J B Ward	Windsor
Cobourg	W G R Bond	*Dunham
Colborne	T Huyck	*Brunswick
Consecon	A McDonnell	*Prince Edward
Desoronto	H J Normile	*O'Connor
Ernestown	C Mitchell	..
Fenelon Falls	A E Ames	Mansion
Frankford	F B Hope	Clarke
Harwood	A Will Donly	Lakeview
Hastings	E A Reid	*Royal
Kingston	D R Dupuis	*Burnett
Lindsay	W J Gallon	*Benson
Madoc	Geo Biggar	*Moon's
Marmora	W A Lingham	McWilliams's
Marysville	T McCormick	Culbane
Millbrook	C W Clelland	Roper's
Napanee	G C T Ward	*Campbell
Newburgh	G A Caton	Hope's
Newcastle	Carl B Kent	*Windsor
Newtonville	E T Bowie	...
Norwood	V Halliday	Brennan's
Odessa	W J Renton	*Sproule's
Omemee	Jas McNamara	Blackwell's
Peterboro'	G A Schofield	*Grand Central
Picton	B W Reynolds	Royal
Port Hope	....	*St Lawrence Hall
Shannonville	R E Clarke	Lorne
Springbrook	J B Wilson	McWilliams's
Stirling	C F Nicholson	Scott's
Trenton	C A P Godson	*Queen's
Wellington	G E Reid	Garratt's

* Proprietor has signed contract and gives discount of 25 % to members of C.W.A. All others are $1.00 per diem.

Yours fraternally, W. P. WAY,
C.C. District No. 4.

THE FIFTH ANNUAL MEET.

Well, the fifth annual meeting of the Canadian Wheelmen's Association is a thing of the past, and THE WHEELMAN hastens to give the story, both for the edification of those who were not there and for those who were. The latter may know all about it, but will be glad to hand down the record of how they employed and enjoyed themselves on Dominion Day, in the year of grace and jubilee, 1887.

As of yore, the sun shone brightly upon the Meet. For five successive years the C.W.A. has had Queen's weather for its annual gathering, a fact that has had no slight bearing on the financial standing of the Association. This year at Brantford the weather was intensely warm, but no one grumbled in seriousness. Wheelmen are accustomed to having red-hot times in this world, a sure omen of coolness and happiness in the next.

THE RECEPTION.

Brantford gave the visitors a right royal reception. Its wheelmen are not particularly numerous, but its pretty girls are, and the choice lunch which they so generously provided, and so graciously served, will long be remembered by all who found their way to the Agricultural Hall at the conclusion of the races. But prior to this manifestation of the hospitality of the ladies of Brantford, their fathers and brothers had given ample testimony of their good-will towards the wheelmen, and desire to do them honor. The local wheelmen were unremitting in their attentions, and the city fathers gave the Association a formal welcome to the city, a graceful act which was a new experience to the Association.

Prior to Friday, the eventful day, a large number of rooms at the hotels had been secured in advance by intending visitors, who commenced to throng the city on Thursday afternoon, and by Friday noon Brantford seemed to have surrendered unconditionally to the omnipresent bicycler. The hotels all did a large business, the Kerby House being especially busy. By some miscalculation it was utterly unable to cope with the great number who desired dinner on Friday, but the boys took matters philosophically, and the riot act had not to be read.

THE BUSINESS MEETING.

The annual business meeting of the Association was held in Stratford's Opera House, at 11 a.m., President Karn, of Woodstock, in the chair, and about 150 members present. Prior to the opening of the meeting, a formal welcome to the wheelmen was tendered by Mayor Henry and Ald. Reid and Rothwell. Mr. Karn made a happy reply, eulogizing Brantford, and briefly sketching the history and objects of the C.W.A. After the deputation, which had been introduced by Mr. Truesdale, of the B.B.C., had withdrawn, Mr. Hal. B. Donly, Secretary, read the minutes of the last meeting, which were duly approved, and also the following highly interesting and encouraging report:

To the Officers and Members of the Canadian Wheelmen's Association.

GENTLEMEN,—Another year has rolled around and once more I am called to address to you an account of my stewardship.

Like its three predecessors that I have had the honor of penning, this annual report is one only of congratulation. In fact, I think I can with confidence say that the year just closed has been much the most prosperous of any in the history of the Association.

The annual meeting of the Association, held one year ago now in the city of Montreal, has, of course, long since become history to all Canadian wheelmen; but I will be pardoned in making a last allusion to the great success which attended the efforts of the Montreal members to hospitably entertain their brethren from the West. The financial result of the races was not, however, so good as at former annual gatherings, and our cash account is short accordingly. The profits to the C.W.A. at Montreal were only $85.00 as against $206.00 at Woodstock the year before. The latter figure we hope to see eclipsed to-day by Brantford.

On July 1st, 1886, there was in the hands of the treasurer a balance of $319.79; from this balance, however, should properly be deducted the grant of $150 made to Secretary-Treasurer for his services during the year 1885-6. This would leave the real balance on hand at that time $169.79. Our cash account to-day shows a balance of $202.02. This is certainly most creditable, considering that we have had to bear the expense of the Guide Book to the amount of $145.25; this charge would be reduced by $45 were all the advertisements paid up.

Our membership register is at the present time in an exceedingly healthy condition. On the 1st of April, 1887, at which date we began to issue tickets good for next year, we had in the Association 612 members; since then I have received in all 401 members' fees, of which 174 were renewals; this leaves the net membership of the Association 849—a considerably larger number than we have ever had before at the end of a year.

This membership is divided among the several clubs as follows:

Forest City, London	35	Winnipeg	10
St. Thomas	28	Victoria B.C., Montreal	12
Simcoe	22	Peterborough	10
Torontos	43	Trenton	21
Wanderers	30	Montreal Jr.Club	13
Brantford	36	Listowel	5
Woodstock	47	Eastern T.C.	14
St. Marys	6	Napanee	10
Hamilton	37	Colborne	8
Ottawa	19	Cobourg	11
Montreal Sr. Club	80	Kincardine	16
Newcastle	5	Welland	6
Kingston	20	Chatham	9
St. Catharines	36	Dunnville	8
Paris	9	Norwich	5
Stratford	52	Walkerton	16
Berlin and Waterloo	11	Orillia	6
Ramblers, Belleville	46		
Cornwall	8		789
Bruce Co. Wheelmen	11	Unattached	60
Newmarket	20		849
Westminster T.C.	8		

members per club roll-book.

Of these clubs, Napanee, Colborne, Cobourg, Kincardine, Welland, Chatham, Dunnville, Norwich, Walkerton and Orillia have joined this spring.

Membership Register shows 1,023 members for the year, less 174 renewals; making 849 members, made up of clubs as given above.

On September 1st, 1886, the following clubs were suspended for non-payment of dues and forfeited their standing in the Association: Guelph, Ariels, of London, Seaforth, Norwich, Mitchell and International Wanderers, of Niagara Falls, the majority of them, however, being small clubs.

In the early part of the year the Board of Officers divided the Province into five districts, viz.: The Huron, Niagara, Toronto, Midland and Ottawa, in place of the former three divisions. This change has been found to be most beneficial, giving the Chief Consuls much better command over their constituents and leading to a more active work in the interests of the Association on their parts.

The election of Chief Consuls and Representatives this spring attracted very little attention at the hands of the Association. There was not a single contested district, and the Board of last year was practically re-elected.

At the spring Board meeting the President and Secretary of the Association were instructed to meet a representative of the Brantford Club, and, providing a guarantee was given that the club would do all in its power to make it a success, the Meet of 1887 should come to Brantford. The President and Secretary accordingly met Mr. Fitch, the captain of the Brantford Club, and I think that the very complete arrangements for to-day that we are enjoying at the hands of the Brantford wheelmen bear ample testimony to the manner in which Mr. Fitch's promise has been fulfilled.

The Guide Book published in April has been in great demand, and has certainly met with a most flattering reception. It is only to be regretted that the great length of time that elapses between the starting of the book and the publication, caused altogether by the slowness of the receipt of road reports, make it impossible to get a more creditable typographical appearance. Printing it by fits and starts precludes the possibility of sending it to be done in a city printing establishment.

The Association is to be congratulated upon its good fortune in having so able and experienced a practical journalist as Mr. Brierley in charge of its official organ. The vast difference to be seen in the financial conduct of THE CANADIAN WHEELMAN and any other athletic association organ is in no small degree due to his splendid management. It is, indeed, a highly satisfactory state of affairs for me to be able to announce that instead of our organ being this year a draw upon our treasury, we have paid nothing towards its support, and Mr. Brierley announces a balance to good of $126.17.

The vigilance of the Membership Committee is attested by the expulsion from the amateur ranks during the year of five wheelmen found guilty of professionalism.

The Racing Board pleasingly report that our one mile bicycle record, so long almost disgraceful in its slowness, has been put down to the respectable figure of 2:42 1-5 by the ability of one of our Canadian champions, Mr. Fred Foster, who in the race in question led over the score Mr. W. G. Crist, of Washington, D.C., one of the leading amateur flyers of the U.S.

The energetic Chairman of the Transportation Committee, in the last edition of the Guide Book, is able to report a large increase in the number of railways that carry wheels free of charge.

To sum up, we have this year presented to our members a most useful Road Guide Book, have sent free once a month a well-edited wheel paper, have protected the Amateur rule, taken full charge of Canadian wheel championships and racing generally, have obtained concessions from railway lines, steamboat lines and hotels, and all for a membership fee of one-half dollar per member. Gentlemen, I would ask you has any athletic association in the world done as much at so small a cost to its members?

In conclusion, let me return my thanks to the members of the Board of Officers who so generously met my request that the office which I hold should be a remunerated one. I should have preferred to have continued in the service of the Association without recompense, other than the thanks of my brother wheelmen, but the ever-increasing encroachments made by the work connected with the office upon my time rendered it impossible for me to do so.

It has been my endeavor in the year gone by to so perform my duties as to please the majority. If I have not satisfied all, I have only been human, and I would ask from all those whose purposes I may have appeared to have crossed as much of their consideration as they can be induced to give to a brother wheelman whose errors, whatever they may have been, have only been of the judgment, but whose best wishes have and ever will go with the C.W.A. and its members.

Fraternally yours,

HAL. B. DONLY, *Secretary.*

This report was unanimously adopted, its reading having been frequently interrupted by applause.

Abstract Statement of the Receipts and Disbursements of the Canadian Wheelmen's Association for the year ending 30th June, 1887, H. B. Donly, Treasurer.

1886.	DEBITS.	
July 1	Balance on hand, June 30, '86	$319 79
Sept. 30	Profits of C.W.A. Meet, Montreal.	85 00
1887.		
June 30	Membership Fees, July 1, '86, to June, '87.	38 200
		$786 79

CREDITS.

Exchange	$ 1 00
Telegraph and Telephone	6 17
Postage	22 55
W. A. Karn (expenses of office)	5 80
Printing (general account)	54 00
Guide Book (per Statement)	145 25
Grant to Secretary for 1885-86	150 00
Secretary's Salary, 1886-7	200 00
Balance carried forward	202 02
	$786 79

Audited, compared with vouchers, and found correct.

J. T. BARLOW, JR., W. E. BACK, *Auditors.*

General Statement of Treasurer Canadian Wheelmen's Association, 30th June, 1887.

1887.	DR.	CR.
June 30—Cash Account, balance on hand	$202 02	
Due from Guide Book Advertisements	45 00	
Value of Buttons on hand	6 80	
Button account, bal. due Treasurer		$3 79
	$253 82	
	3 79	
Assets of Association		$250 03

The following reports were then presented and adopted :

REPORT OF MEMBERSHIP COMMITTEE.

To the Officers and Members of the Canadian Wheelmen's Association.

Gentlemen,—The Membership Committee of your honorable body beg leave most respectfully to report that the only case that has been brought before them during the past year was a charge laid against Messrs. T. McMahon and H. Marlatt, of the Simcoe Club, and Messrs. R. Walker and E. Hiscock, of Caledonia, and S. Dixon, of Hagarsville, the two first-named being members of the C.W.A. The Committee met at Simcoe on the 27th July, 1886, and having fully considered the evidence offered, instructed the Secretary to declare Messrs. McMahon and Marlatt expelled from the Association, and all five of the accused from the amateur ranks.

Respectfully submitted,

S. WOODROOFE, HAL. B. DONLY, *Mem. Com.*

REPORT OF RACING BOARD COMMITTEE.

Mr. President and Gentlemen of the Board of the C.W.A.—I herewith beg to hand you the Report of the Committee on Racing.

Our Committee has not been overpowered in keeping track of the new records made, which few that have been accomplished, however, are very satisfactory indeed.

Mr. H. W. Clarke made at Woodstock, on July 22nd, 1886, a one mile in the time of 2m. 50 1-5s., and five miles in the time of 15m. 38 2-5s.

On May 24th, at Woodstock, Mr. Fred Foster rode a one mile in the very creditable time of 2m. 42 1-5s.

Further than this there is nothing of importance to report on.

T. G. GNÆDINGER,
Chairman Racing Com.

REPORT OF TRANSPORTATION COMMITTEE.

To the Officers and Members of the Canadian Wheelmen's Association.

Gentlemen,—Your Transportation Committee have to report that they have been able to make arrangements for the checking free of bicycles in baggage cars over the following Canadian Railways, viz. :

Grand Trunk	Kingston and Pembroke
Canada Pacific	Napanee and Tamworth
Intercolonial	Central Ontario
Canada Southern	Quebec Central
Central Vermont	New Brunswick
Canada Atlantic	South Eastern
Quebec & Lake St John	Prince Edward Island
Quebec, Montreal, Ottawa, etc.	Passumpsic

We have also been in communication with the following lines with the same object in view, viz. :

Windsor and Annapolis	International
Erie and Huron	Grand Southern
Albert	Western Counties
Eastern Extension	Boston Air Line

The only Railways refusing point blank are the

Northern & N. Western, Manitoba & N. Western

Your Committee regret very much that they have not as yet entered into any arrangement with Steamboat lines, and would most respectfully tender this branch of their duty to their successors in office.

We had under contemplation an arrangement with the Canadian Customs authorities whereby the Queen's Regulations might be so amended that the wheels of *bona fide* tourists from the United States might enter free, and the visitor spared the annoyance of the present complicated system ; but after a conversation had by our Chairman with the Minister of Customs, the Hon. M. Bowell, it was thought advisable to transfer this matter also to our successors.

Trusting our actions will meet with your approval, we are, yours fraternally,

W. P. WAY, *Chairman.*
G. H. ORR, *Representative.*

The President warmly thanked the Association for the honor it had conferred upon him at Montreal last year, and stated that he had no detailed report to present, the Secretary's report completely covering the operations of the past year. He then called for nominations for

OFFICERS.

For President, Mr. J. D. Miller, of Montreal, Vice-President for 1886-7, was nominated by Mr. Tisdale, of Simcoe, and Mr. Evans, of London, and there being no other nominations, was declared unanimously elected.

For Vice-President, Mr. W. P. Way, of Belleville, was nominated by Mr. Brierley, of St. Thomas, seconded by Mr. McBride, of Toronto, and was unanimously elected, there being no other nominations.

Both gentlemen briefly returned thanks. After a vote of thanks to the retiring officers, the meeting adjourned.

THE PARADE.

After dinner, the clubs began to gather on George street, near the Market Square, where the parade was started, and, headed by the Homedale Band, paraded the principal streets to the Agricultural Park, where the races were held. The parade moved off in the following order. It was a difficult matter to ascertain the correct number in line, but there were probably between 325 and 350 :

Forest City, London—Capt. Chisholm, 35 men.
St. Thomas—A. E. Domville, Capt., 8 men.
Simcoe—W. E. Tisdale, Capt., 16 men.
Torontos—W. H Cox, Capt , 26 men.
Wanderers, Toronto—Geo. H. Orr, Capt., 60 men.
Woodstock—W. H. Karn, Capt., 20 men.
Hamilton—Charles Graham, Capt., 28 men.
Montreal—J. T. Gnædinger, 1st Lieut., 18 men.
St. Catharines—J. D. Riley, Capt., 13 men.
Paris—Unattached, 4 men.
Stratford—C. E. Nasmyth, Capt., 50 men.
Berlin—Capt. Doolittle, 4 men.
Ramblers, Belleville—Capt. Dean, 4 men.
Brantford—C. E. Fitch, Capt., 20 men.
Newmarket—G. A. Binns, Capt., 8 men.
Whitby and Oshawa—Unattached, 6 men.
Trenton—2 men.
Dunnville—5 men.

There were, besides, a number of individual riders.

THE RACES,

which were held on the Agricultural Park half-mile track, were a disappointment to those who had witnessed the large fields, exciting finishes and keen sport of former meets, although the non-wheeling spectators, to the majority of whom the sport had somewhat of the air of novelty, seemed well satisfied. In the first place, the number of entries was remarkably small ; in the second, the comparative merits of the con estants were pretty well known before the races : and in the third place, with perhaps two exceptions, the races were "walk-overs" for the winners. Such a state of things could not mean anything but disappointment to those who desired true sport, and a marked progress in Canadian racing. Instead of the latter,—instead of broken records,—we have most abominable times placed upon record as made in championship races. What will the world of wheeling think of 32 minutes as the time in which the Canadian five mile championship race was won?—a time which will be a standing monument of disgrace to the rider who made it. Outside of the green race, the only interesting one was the ten mile, in which Mr. Baird, of Montreal, struck out a strong pace from the first, speedily distancing all the other riders except Foster, who stubbornly held to his little wheel, although evidently working hard, and eventually won the race by being able to respond to Baird's quickened pace in the last lap with one of his phenomenal spurts. Baird made a plucky race, and the sympathies of the crowd were decidedly with him, owing to Foster's unsportmanlike conduct in the five mile event. Foster's defeat by Davies in the one mile championship was provocative of much surprise, but Davies has always been a goer at the shorter distances, and as Foster claimed he was not in the best of condition, he found in Davies a man he could not trifle with. In the miserable exhibition he and Davies made of themselves in the five mile race, when they loafed around the course unmoved by the hisses and groans of the crowd, Davies gave Foster a close rub in the final lap, and his victory in the one mile was therefore not so surprising,—a victory which would have been more popular had the winner not been a party to the five mile exhibition. Nasmyth's defeat of Tommy Lane in the tricycle race was somewhat of a surprise, the former being a new aspirant upon the track. Duncombe, of St. Thomas, a promising rider, who entered for the green race, was unfortunate in having his wheel broken by a collision on the first lap. It was only a few weeks before when he broke his arm by falling while practising for this very race. The following is a summary of the events :

For the two mile green race there were ten starters, Robertson, of Montreal, went to the front at the start and was never headed although Nasmyth, of the Wanderers, pushed him hard on the home stretch and finished about half a wheel behind. Duncan, of Brantford, third. Time, 6 34

Three mile lap race—Johnston and Davies, of Toronto, and Baird, of Montreal, started. Davies won the first four laps and retired ; on the fifth lap Baird dropped out and Johnston finished second.

The club championship—Fitch and Duncan, of Brantford, started. Fitch led from the start, and won handily in 3.07.

Half mile dash—Johnston and Davies started off at a jog, the former leading On the home-stretch it looked like Johnston's race, but Davies crept up and won by nine inches. Time, 1.47½

One mile safety—Fane was the only starter, and came around the track in 3 19.

Five mile championship—This race was a fizzle of the worst sort, the time being only about a minute less than the subsequent ten mile race. Foster and Davies, of Toronto, were the only starters, and they set off at a snail's pace. This was kept up for three laps, the crowd expressing great dissatisfaction by groans and hisses. At last the referee ordered the men off the track, and this had the effect of stirring them up. They struck a moderate pace, Davies leading, with Foster at his heels. On the home-stretch Foster spurted and came in about two feet ahead. Time, 32.32.

The 440 yards foot race for farmers' sons was won by —— Martin in 6 1 1-5, John Storey second, Fisher third. Martin's entry was protested before the start and decision was withheld.

One mile tricycle race—Only Lane, of Montreal, and Nasmyth, of Toronto, started. The latter is a new man on the track, but had not much difficulty in winning, Lane being out of condition. Time, 4.05.

One mile championship—This was a good race, Davies, Foster and Johnston starting. The latter led to the end of the first lap, which he made in 1.37 1-5. Davies and

Foster, however, soon went to the front, and the former won handily in 3.03.

The ten mile championship race was one of the best races of the day. Foster, Davies, Johnston and Nasmyth, of Toronto, and Baird, of Montreal, started. Johnston dropped out on the third lap. Nasmyth rode pluckily, but had to retire nearly a lap behind at the end of five miles. In the meantime Davies also had gone out, and the race was between Baird and Foster, who kept well together. The former led until the home-stretch was reached on the last lap, when Foster passed him with a fine spurt. Time, 33.50.

Half mile race, without hands—Johnston and Brown, of Toronto, and Fitch, of Brantford, started. Johnston went ahead at the start and won easily, Fitch coming in next. Time, 1.35.

One mile open race—Davies, Johnston and Fitch started and came in in the order named, Fitch riding a very plucky race. Time, 3.04.

The track, a clay one, was in good condition, but a strong wind militated against the records. Police protection was badly needed at times, the crowd frequently encroaching upon the track. With this exception, the arrangements were very complete, and reflect credit upon the Brantford Committee of Arrangements.

The officers of the day were : Referee, W. A. Karn, Woodstock. Judges, J. D. Miller, Montreal ; W. G. Eakins, Toronto ; W. P. Way, Belleville. Timekeepers, H. Grenfell, Toronto ; C. E. Nasmyth, Stratford ; G. H. Orr, Toronto. Scorers, W. K. Evans, London ; W. E. Tisdale, Simcoe. Clerks of the Course, C. R. Fitch, Brantford ; J. S. Brierley, St. Thomas. Starter, T. G. Gnædinger, Montreal. Umpires, G. D. Heyd, H. Howell, W. Webling. Chief Marshal, C. R. Fitch, Brantford. The Local Committee were M. Truesdale, C. R. Fitch, W. J. Knowles, R. M. Orchard, W. E. Buck and J. H. Simmons.

A tent containing refreshments, furnished free to wheelmen, was much patronized throughout the day. There was a large attendance of spectators upon the ground.

BOARD MEETING.

In the evening a Board meeting was held in the parlor of the Kerby House, Mr. J. D. Miller, President, in the chair, and the following members present : Vice-President Way, Chief Consuls Tisdale, Langley and Gnædinger, and Representatives Brierley, Nasmyth, Foster and Donly, and Sec.-Treas. Donly. After routine, Mr. J. S. Brierley, Editor of THE CANADIAN WHEELMAN, presented the following financial report, which was adopted :

RECEIPTS.

1886.			
July 1	To cash on hand	$ 2	50
1887.			
June 30	" from Advertisements.	392	91
	" " Subscriptions..	4	50
	" due Editor.....	67	31
		$467	22

DISBURSEMENTS.

1887.			
June 30	By paid for printing.....	$442	10
	" " addressing	12	00
	" " discounts, stamps, etc.....	13	12
		$467	22

ASSETS.

1887.			
June 30	To amount due on Advert'ts	$193	48
		$193	48

LIABILITIES.

1887.			
June 30	By due Editor.	67	31
	" excess of assets over liabilities.....	126	17
		$193	48

It was moved by Mr. Tisdale, seconded by Mr. A. W. Donly, That Mr. Brierley's report be adopted, and that he continue to publish THE WHEELMAN as in the past year. Carried.

It was moved by Mr. Way, seconded by Mr. Nasmyth, and carried, that Mr. H. B. Donly be reappointed Sec.-Treas.

Moved by Mr. Nasmyth, seconded by Mr. Way, That Messrs. Coster and Barnes and Blackhall and Keenleyside be reappointed Chief Consuls and Representatives for Districts 8 and 7 respectively. Carried.

Moved by Mr. A. W. Donly, seconded by Mr. Gnædinger, That Mr. Harry Deane be appointed Chief Consul of District No. 4, vice Mr. Way, elected Vice-President. Carried.

Moved by Mr. Foster, seconded by Mr. Tisdale, That Mr. Langley be Chairman of the Racing Board. Carried.

The following Standing Committees were elected : Transportation, W. P. Way, Chairman ; C. R. Fitch and W. G. Ross. Membership : S. Woodroofe, Chairman ; W. E. Tisdale and H. B. Donly. Constitution and By-laws : C. H. Riggs, Chairman ; F. Foster and J. S. Brierley.

The Chief Consuls of last year who were present reported on the work of their district and the state of the Association. Their reports were adopted, and, on motion, the Treasurer was ordered to pay their accounts for postage, etc.

A lengthy discussion arose as to the loafing races that had taken place on the track during the afternoon, and the action of the two riders who were guilty of the offence was looked upon as nothing less than an insult to the Association. A motion made by Mr. A. W. Donly and seconded by Mr. Foster, instructing the Racing Board to so amend the track rules as to make it possible for the Referee of any meeting held under C. W.A. rules to suspend from the tracks of the Dominion any rider guilty of such conduct in the future for a period that he might consider commensurate with the offence, was unanimously carried. The Racing Board was also requested to amend Clause G of their rules to allow of clubs paying the expenses of any of their members to attend race meetings that are recognized by the Association. The Secretary was instructed to enforce the rule in regard to expelling clubs not renewed by the 1st of September.

The meeting then adjourned.

NOTES.

In the evening the clubs paraded to the Drill Shed, where the prizes were presented. The Wanderers were the only club that competed in the drill competition, and from the applause earned, showed their efforts on a very bad floor were well taken. They were complimented in giving the finest drill on bicycles yet given in Canada. The eight were composed of Messrs. Orr, Foster, Grenfell, Brown, Wilcox, Peniston, Miller and Capon. The club brought away from Brantford over $200 worth of prizes, and out of twelve events won six first and two second places. Fred Foster won the five mile championship and the ten mile race ; D. Nasmyth won the tricycle championship and was second in the two mile race ; T. Fane won the safety race ; the club won the $60 cup for the largest number on parade, and the Drill Eight also captured the other large cup.

The Midland Brigade tour to the meet was quite a success, fifteen cyclers under the command of Mr. H. A. Deane, Captain of the Belleville Ramblers, taking part. Eight of them were from Belleville, three from Napanee, and two each from Trenton and Colborne. They left Belleville by wheel on Monday morning. As far as Newtonville the roads were found pretty good, but after that they were hard-going, being for long distances covered new with gravel and awfully dusty. They reached Whitby Tuesday morning, and then boarded the train and reached Toronto Tuesday evening. From there they took the train for Hamilton Wednesday afternoon, and wheeled from the Ambitious City to Brantford Thursday.

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TRADE NOTE.

We would advise our readers to turn to the advertisement of Messrs. Chas. Robinson & Co., 22 Church street, Toronto, where they offer some tempting bargains for this month only. A full-nickelled Invincible, nearly new, for $70, is certainly cheap enough, as are the other wheels offered. This firm report a very heavy season's business, the demand for the Rudge in its various forms being unprecedented ; in fact, they are using the cable constantly for repeat orders. This not only speaks well for the wheel, but for the growth and development of the sport in Canada.

THE CLARKSVILLE 100-MILE ROAD RACE.

The men were placed in position at about 9 a.m. May 23rd, in the following order : H. G. Crocker, Boston, 53-in. Columbia ; A. A. McCurdy, Lynn, Mass.. 45-in. Star ; Samuel Hollingsworth, Rushville, Ind., 53-in. Columbia ; Robt. Neilson, Boston, 52-in. Victor ; S G. Whittaker, Chicago, 52-in. Champion ; John Brooks, Blossburg, Penn., 54-in. Star ; Chas. Frazier, Smithville, N.J., 54-in. Star ; Chas. Ashinger, Omaha, 52-in. Champion ; Wm. A. Rhodes, Boston, 59in. Victor ; L. D. Munger, Detroit, quadrant-tricycle.

Promptly at 9.16½ a.m. the men were given the word by the starter, W. M. Brewster, treasurer of the L.A.W. They got away well, and 100 feet from the start, as they shot down the steep hill, Frazier was leading. He was soon caught by Crocker, who held the lead until the Dover toll-gate was reached, 6 miles from Clarksville, when the order was changed, and when the racers passed through Clarksville the procession was — Neilson, Whittaker, McCurdy, Crocker, Rhodes, Hollingsworth, bunched ; Ashinger and Brooks some distance behind, and Munger hopelessly in the rear.

On the first round, Frazier, who was suffering from a fall taken some days before, dropped out and gave his wheel to Brooks, whose machine was breaking down.

The record of the last lap for the leaders is easily told. Rhodes cut out the pace as usual, but took a header near the second toll-gate, where a farmer handed him a dipper of water. The handle caught in the wheel and Rhodes pitched forward on his knees, cutting one quite badly. He was up and soon again leading Neilson, who had not taken advantage of the fall. Rhodes, who had set the pace for 80 miles, was passed by Neilson when near the end and beaten by 100 ft. Nobody dreamed that the tall Rhodes would not cross the line first, and when the mass of humanity on the knoll near the finish saw the high wheel round the last curve first, the shout went up : "Come in, Rhodes, old boy ! Come in, you've got it !"

But he didn't have it. The curve was about 800 feet from the line. A *Post-Dispatch* reporter who dropped in behind the two men a little piece down the road was close upon their rear wheels as they rounded the curve. It seemed as if both men had done their utmost and that Neilson was too fagged to spurt. But as the reporter raised his head from his amateur spurt, Neilson pulled out to Rhodes' right, straightened up for a brief moment as if to get a good breath, and then, with a lunge forward, with all his weight on his pedals, he flew past the man who had doggedly led him for eighty long miles. Rhodes saw there was no use. The thing he had feared all through the day had come at last. Neilson's famous spurt stayed with him for the close, and there was nothing for him to do but make as good a show as possible. He quickened his pace a little, and both shot down the last little grade in grand style, but Neilson's spurt lasted and carried him over the line a winner by fifty feet.

The time of the men was : Neilson, 6h. 46m. 27s. ; Rhodes, 6h. 46m. 51s. ; Crocker, 6h. 51m. 27s. ; Hollingsworth, 7h. 12m. 30s. ; Whittaker, 7h. 12m. 45s. The 50 miles were covered first by Neilson in 3h. 14m.

With the Clubs.

NEWMARKET.

After the regular club run of the Newmarket Bicycle Club, on the 20th inst., at which all the active members were present, an adjournment was made to the North American Hotel, where a tempting supper was spread in honor of Capt. Alex. Binns, who was about leaving for Toronto. On the removal of the cloth, numerous toasts, club songs and speeches were heartily given. Before dispersing, a copy of "Ten Thousand Miles on a Bicycle" was handed Mr. Binns as a souvenir of the evening. "Al." was very popular with the boys, and will make a valuable addition to the Wanderers' Club, and a candidate for future laurels on the Rosedale track.

HILL-CLIMBING CONTEST.

The *Montreal Herald* of June 15 says: Decidedly one of the most meritorious performances in the shape of bicycle riding took place last night, when Master Bertie Lane, son of Mr. A. T. Lane, succeeded in riding up the whole of the steep, and by no means well-laid, Cote des Neiges hill, beating his father, J. Robertson, J. T. Barlow, F. Scott and E. P. Baird, thus winning a most unique and hard contest. The distance is just over a mile, and the angles of the hill, which is shaped like three exaggerated steps, have been calculated to be about 26°. Messrs. L. Smith, T. Gnædinger and L. Rubenstein officiated as judges, each taking charge of a third of the distance. Precisely at 7.30 p.m. Mr. Palmer sent off Robertson. He succeeded in reaching as far as the bend opposite Beard's avenue, when he commenced to tire, and, in endeavoring to turn towards the farm wall, lost command and fell. Two minutes were allowed between each competitor. J. T. Barlow was the next to try, but he succumbed at the same spot which knocked Robertson out. Mr. A. T. Lane and his boy, Master Bertie, commenced together, the father leading till McGregor avenue was reached. Here the severity of the hill told its tale, and his progress was very slow. Bertie Lane, riding with wonderful ease and command over his bicycle, then passed his father, amid the cheers of a number of spectators; then, taking a corkscrew course up the rest of the hill, he gradually made his way up the severe bit just below the lookout over the Priest's Farm, which, it should be stated, was very rutty. Some five yards below the crest of the road the boy's little legs seemed to stop motion, but ere the conveyance could topple over he was at it again, and most pluckily did he stick to it, for a minute later he had accomplished the ascent, and having ridden about five yards further, tumbled onto his feet the winner of the silver and gold medal presented by *Sport*, and the vanquisher of the Association's best wheelmen. Bertie Lane's exact time was 10m. 20s. After a rest, the M.B.C., thirty-two in number, rode to the Athletic Club-house. "H. R. H." Allen Lowe, Le Mesurier, T. Barlow and Mr. Baylis delighted the large crowd with their songs, the first-named "in spite of the pants, got there all the same." H. Joyce was in command.

:o:

THE CRAWFORDSVILLE ROAD RACE.

The correspondent of the *Bi. World* says: "Again do the 'Victor' people come out at the head of the heap. Much disappointment was felt that Whittaker did not start, as it was on this course that he rode his record rides last fall, and great desire was expressed to have him go over the same course in competition, and see what he could do in a race. Though on the ground, and apparently in good shape, he did not come to the scratch. He is reported as expressing his fear of defeat after his experience at Clarksville. Neilson had been drinking too much buttermilk, and hence a disturbed interior. At 9.45 A.M., W. A. Rhodes (Victor), H. G. Crocker (Columbia), and S. Hollingsworth (Columbia), had the word to go. For the first fifty miles the men stuck together, Crocker finishing this distance in 3h. 34m. 35s., Rhodes two seconds later, and Hollingsworth in 3h. 35m. The roads for the last fifty miles were much better, but the pace and the heat began to tell on Crocker and Hollingsworth, and the former was overcome and had to give up. Rhodes had an easy time of it, and won, as he liked, in 7h. 57s. Mr. G. H. Hill made an American safety record for 50 miles, covering this distance in the good time of 4h. 1m. 40s. He rode an Apollo Safety, and finished hands off. This is a starter for safety records. Who next?"

:o:

Governor Hill, of New York State, has signed a bill giving bicycle riders the right to use any public thoroughfare. This includes the drives in Central Park, to secure the right to travel which was the main object of the bill.

DISTRIBUTION OF "X.M. MILES."

Editor CANADIAN WHEELMAN:

DEAR SIR,—Since my note to you of a month ago this day, I've despatched some 2900 books from the printing works at Springfield—mostly by freight to remote cities and towns in the U.S., where volunteer agents will distribute them to subscribers or make sales to new purchasers. I shall send boxes to Montreal, as well as to Cleveland, Buffalo, Boston, Philadelphia and other eastern cities, in the course of a week or so.

As yet, I've forwarded hardly a hundred books by mail—mostly to Europe and to isolated subscribers who paid in advance. All my Canadian subscriptions outside of Montreal will be filled by mail, however; and where several subscribers reside in the same town, they would do well to combine upon a single money-order, at the rate of $1.20 each. As explained in my adv. elsewhere, I am now ready to forward the book to new purchasers at $2.00, or to send circular and pamphlets gratis. I hope next week to wheel from Springfield to my home at Washington Square, New York City.

June 24, 1887. KARL KRON.

:o:

BROOKLYN TO MONTREAL.

The regular annual tour of the Ilderan Bicycle Club, of Brooklyn, will leave Brooklyn on Saturday, July 9th, at 5 P.M., for a run of 300 miles over the best roads of Canada, and will embrace many celebrated points of interest, including the city of Buffalo, Niagara Falls and Rapids, a morning trip across Lake Ontario, the city of Toronto, where they will be the guests of the Wanderers, Belleville (Canada's summer resort), Kingston, the Thousand Islands, River and Rapids of St. Lawrence, and the city of Montreal, arriving home Monday, July 18. Total distance, over 1,300 miles. The arrangements now being completed preclude all delays or annoyances while *en route*; also insure the best of hotel accommodations and entire comfort while on the road, the average speed being regulated to 43 miles per day. Total expense of the entire trip will be less than $50. Members are earnestly requested to invite their friends to accompany them. The list will be limited to fifty, and all names must be in the hands of the committee on June 20th. It can safely be said that this will be the most complete and attractive tour ever made from Brooklyn, and will afford wheelmen opportunities seldom offered. Full particulars may be obtained upon application to the Secretary, R. L. Calkins.

:o:

AN ENGLISH OPINION.

The *Bicycling News* says: An American "Star"—neither a heavenly body from Yankeeland nor a celebrated singer, but a rear-driving safety bicycle—was down at Ripley on Sunday, and caused some considerable commotion, for few of those on the road had ever set eyes on the machine that is so beautiful in theory and in safety, but so hideous in practice and appearance. As a rule, a new-fangled machine is tried by everyone wishing to extend their knowledge of things cycular; but somehow this one was left alone, even our faddist not caring to risk a fall upon it. We have no wish to disparage the machine, which strikes us as being a perfect safety, but it is fearfully complicated, with its tubes all over the place, and, as we said before, it is perfectly hideous.

:o:

Charles Robinson & Co., 22 Church street, Toronto, will send ten copies of recent English and American cycling papers or magazines to any one sending them 25 cents in stamps. They will also send a 50 cent copy of the fine Christmas number of the *Cyclist* for 25 cents.

:o:

Dr. N. M. Beckwith has served papers upon D. H. Renton, in a $10,000 libel suit, growing out of his arrest by Renton. Here's fun, sure.

THE AMERICAN TEAM.

It is not with the desire to kick folks when they are down that we wish to note the growing dissatisfaction with which American wheelmen are watching the conduct of the so-called "American Team" in England. We understand that it is no disgrace to be defeated by such a man as Howell, but we dislike to see so much loud-mouthed bragging before a race and so much verbose explaining after a race. Before starting, this trio seemed to realize that their claims to being American were somewhat shaky. This they wished to overcome by mounting American wheels. A certain American manufacturer fitted out the team with racers, but we note that the team is doing all their racing on English wheels. The reasonable presumption is that they were offered good money for riding the English wheel, and so they "soaked" their American racers and so turned an honest penny. There is but a step from ill to good fortune, and the Pope Manufacturing Company has good cause to rejoice over a narrow escape. It is bad enough to be swindled out of a small amount, but not near so bad as to have the reputation of one's wheels suffer severely.—*Wheelmen's Record.*

Wheel Tracks.

Howell beat Woodside in three out of five races.

Rowe is said to have ridden a third of a mile on the Lynn track June 4th in 46⅔ seconds—a 2.20 gait.

Detroit now has four bicycle clubs all in a swimming condition—the Detroit, the Star, the Ramblers, and the Cyclers.

S. P. Hollingsworth having accepted an offer to ride in the interest of a manufacturing firm, has resigned from the L.A.W.

Thos. Stevens' book is now ready for issue. The person sending the greatest number of subscriptions for the book will receive $500.

The series of races between Con Dwyer and Bennett for the Australian championship have thus far resulted in victories for the latter in the one and five mile contests.

A ten mile race took place at Coventry (Eng.), June 11, between Woodside, Morgan and Howell. At the end of the fifth mile Morgan retired. Howell won the race by a yard.

The Montreal Cycling Club is making a strong effort to enforce its amateur rules. Allard, Engleheart, Oxborrow and Hale, all riders of note, have been permanently suspended.

L. D. Munger, who started in the Clarksville road race on a Quadrant to beat the one hundred mile American tricycle record, finished the distance in 10h. 4m., over an hour ahead of the old record.

The *Irish Cyclist and Athlete* says that twenty-five per cent. of riders of the ordinary bicycle use machines too large for them. The *Cyclist* thinks seventy-five per cent. would be nearer right.

In 1885 there were 400,000 cyclers in Great Britain and Ireland. The number is now estimated at half a million. If confronted by any great emergency, what a power they could become!

Since Neilson's success at Clarksville, he has shown some anxiety to have a "go" this season at W. A. Rowe. There is not the least doubt but W. A. will be able to accommodate the ambitious Robert.

The 100 mile bicycle race, run June 13, on the roads near Crawfordsville, Ind., was won by Rhodes. Time, 7h. 57s. Crocker was second. The 50 mile race had a close and exciting finish, Crocker coming in first. Time, 3h. 34m. 55s. Rhodes was two seconds later, and Hollingsworth's time was 3h. 35s.

Mr. Synyer, who was reported as being suspended by the N.C.U. for crooked work with Furnivall, has been reinstated. Evidently the N.C.U. made a mistake, and so hastened to rectify it with all due despatch.

They don't have "respectably-dressed" young men to appropriate other people's cycles in America, but prepossessing youths. The difference may not affect the sufferer much, but we note it as an advance in the march of civilization.—*Bi. News.*

Another inventor of "the bicycle," and maker of "the first bicycle," has appeared in Biggleswade, England. His name is Maurice Phillips, and his experiences are detailed in the *Cycling Journal*, May 20. Mr. Phillips made a form of bone-shaker in 1865.

Woodside succeeded at Coventry, on June 14, in lowering the English five mile professional record to 14m. 20 1-5s. The "best previous" English professional time is 14.28, made by R. Howell. The best world's record is held by W. A. Rowe, in 13.23 4-5.

Jack Keen, the veteran English rider, won a 20 mile race against three horses, which were ridden by Mr. Bellew, and had to negotiate 30 hurdles, at the Crystal Palace, London, May 30. About 25,000 persons witnessed the contest, which was won by Jack by 15 yards, in 1h. 5m. 43 2-5s.

"There is no use talking," says the *Bicycling World*, "there will be an aching void, caused by the Springfield Club not having a race meeting this year. Perhaps the dear public will appretiate the loss, and clamor for a tournament in so loud a voice next season as to encourage the club to try again."

The New York aldermen have adopted a resolution requiring bicycle riders to carry at night a light which can be seen 200 feet, and also a bell to warn pedestrians of their approach. Why not direct that nocturnal bicyclers should sound a fog horn every minute and discharge a pistol to indicate their course?

It is healthful as exercise: I know of nothing better. It cures headache, aids digestion and insures sound sleep. Gymnastic exercise is drudgery to me; wheeling is the keenest of pleasures. It gives hardness to muscle, agility to the frame, and tone to every function.—*A Clergyman in the Detroit Christian Herald.*

An English paper says: Last week one of our fellows was riding down the town, when a *cat* suddenly darted from across the road right into the wheel, with disastrous results. The rider was pitched over the handles, whilst the poor old cat was hauled out of the wheel with the head nearly severed from its body.

Fred Wood won the bicycle championship of Australia at both one and three miles on the Melbourne Cricket Club grounds, April 9. He took the mile race in 2m. 45 2-5s., with G. Wyburd second and S. Clarke third. The three mile event was won in 10m. 10s., S. Clarke getting second place and Wyburd third.

Kennedy-Child says that Gen. Sheridan is thoroughly examining the question of the wheel as an adjunct of military equipment. To provoke a discussion on this subject, Kennedy was induced by the distinguished military officer to write a paper for an army publication two months ago on the adaptability of the wheel for war purposes.

Mr. Klipstein, of St. Louis, lately had a 12 mile road race with a greyhound. Before half the distance was run, the dog showed signs of giving out, and had to be watered and sponged. At the finish the canine was used up thoroughly, and only a good rest and a good dinner enabled him to slowly toddle back to town, a very much tired purp.

We hear that Mr. H. E. Ducker is about to move away from Springfield. He offers his house on Worthington street for sale. If that is so, then good-bye to the Springfield Tournament. We shall never look on the like again, unless Henry E. moves into fallow territory and manages to enthuse his fellow-townsmen with the old-time enthusiasm.—*Bi. World.*

The suit of Geo. W. Pressey, of Hammonton, who claims to be the inventor and patentee of the "American Star" bicycle, against H. B. Smith, of Smithville, for a royalty on every machine now in use, is attracting a good deal of attention from riders of the "coffee-mill." The suit has been brought in the New Jersey Court of Chancery, and will be brought up at an early date.

Karl Kron says there are three things he hopes for. First, that he may make some money out of his book; second, that he may keep his family name and private life out of the newspapers; and third, that he may always live "on the square" The index to his book contains 76 pp. and 22,806 references. The number of hours spent on the 908 pp. exceeds by far the number of study hours in his four years' college course!

It may be a little early in the day to talk about the next League meet, but the *Record* would like to suggest that it be held at Detroit. Detroit is well located, and has a great wealth of natural attractions. Its wheelmen are enterprising and hospitable, and back of them is the Michigan Division. This is one of the best managed of the many Divisions that constitute the L.A.W. We do not know that Detroit wants the meet, but if she does, we certainly want Detroit to have it.—*Wheelmen's Record.*

Apropos of bright wheels, an old friend—a good bicycler—not long since took an adept lady tricycler for a ride on his tandem. Not far out they saw in front of them a couple of bicyclers, to catch and pass whom naturally became a matter of duty. "Can you spurt?" he asked. "I can, but it will not be necessary," was the reply. "Why not?" "Why, don't you see? We shall wear them down easily—they have full-nickelled machines!" And the result proved that she was right; they were new riders, easily caught.—*Philadelphia Times.*

The term "knickerbockers" is frequently incorrectly used in describing American cycling costumes. What the writers evidently intend to refer to are not knickerbockers, but knee-breeches. It is, of course, true that knickerbockers are knee-breeches, but knee-breeches are not knickerbockers. The latter are a pattern of knee-breeches, worn to some extent abroad, which are very loose, drawn to the knee by a band and allowed to fall over the same in a baggy and, to me, ungraceful manner, while knee-breeches are tight-fitting, differing only from ordinary trousers by terminating at the knee, as the name indicates, and not at the foot, as a pair of ordinary breeches do.—*L.A.W. Bulletin.*

It is a curious coincidence that both Cortis and Keith-Falconer were reported to have died of heart disease, whilst, as a matter of fact, it turns out that the deaths of both were due to natural causes, or rather, we should say, to causes apart from heart disease, and which had nothing to do with their past cycling career. Cortis died in Australia of ulceration of the stomach, caused by fatigue and exposure in the hot climate of that country. Keith-Falconer died at that dry "hot-house" known as Aden of fever contracted in Arabia whilst pursuing his work as a missionary of the Presbyterian Church of Scotland.—*Wheeling.*

The second annual spring games of the Ottawa A.A.A. were held at Ottawa on Saturday, June 11, in the presence of a large number of spectators. No record was broken, but the events were keenly contested. The "mile bicycle" was clocked to 3m. 11s. Robertson, the winner of the open wheel race at the recent M.A.A.A. games, secured the second prize, being only beaten in the last hundred yards by M. F. Johnston, of the W.B.C., both these men being on the mark. The limit man had 125 yards. The track, which was in splendid order, is in probably one of the most beautifully-situated grounds in Canada. It is circular, and is fifteen feet wide all the way round. It is modelled after the L.A.C. grounds at Stratford Bridge, London, England, being exactly a "quarter," and, with a view to facilitate bicycling, the inside at each end is raised about thirty inches. Mr. G. A. Mothersill is one of the mainstays of the Association.

As an outcome of the convention of the League of American Wheelmen at St. Louis, the chief consuls of the several States are now arranging for a conference of representative wheelmen from all parts of the country, to be held in New York city at an early date. The purpose of this conference will be to map out the political action of this League, with special reference to securing the recognition of wheelmen's equal rights upon the highways and parkways of several States in which these rights are denied. The officers of the League insist that these rights are constitutional, and a fixed determination seems to exist among the wheelmen to make every effort to secure them.

There exists a general feeling of regret and disappointment that Woodside should have turned out so inferior to Howell. With this feeling comes a desire that another representative might cross to England and meet the champion. It is but little satisfaction to feel that we possess a man whom we believe capable of holding his own against all comers, and I echo the sentiments of many wheelmen when I say that it would be a great thing if W. A. Rowe could be persuaded to go to England and race against Howell. He is the fastest man we have, and would undoubtedly show that he is the equal of any cycler Great Britain can place on the path. If there is any way of sending Rowe across, let his friends in Lynn suggest it.—*Bi. World.*

"There certainly is not a track in England if we judge them from an American standpoint. Some of the tracks across the 'herring-pond' are a mile round, notably the one at Springfield, and in consequence the best man generally wins, which is not always the case in England. Not only that, but you could start some twenty riders in a scratch race, and these men could ride without fear of a collision." "They can't do this on English tracks?" "No; take the finest track here, Long Eaton, and the man with the inside position has the best chance. Repeatedly last year Fred Wood, Gatehouse and Furnivall ran quarter-mile trials against the watch, and the one who had the inside position *always* won." "Is not the Aston path at Birmingham, where all the N.C.U. championships are to be run for, a good one?" "Not to my way of thinking. The path is narrow, and the corners were rather dangerous when I saw it, although I hear they have improved it slightly. The management of the Long Eaton ground offered their track for nothing. But it was purely a case of money, and as the Aston people bid higher they got the privilege."—*Wheeling.*

———:o:———

A Strange Spectacle.—In the southernmost end of Coventry stands a memorial to the late James Starley, the inventor of the tricycle. At this monument a strange and half-pathetic spectacle was witnessed recently. A workman in the employ of one of the great cycle makers of the town became demented on Monday. On Tuesday he rode to the memorial on his machine with a bag of tools. Leaning his bicycle against the railings, he proceeded to take it to pieces, and after removing every ball from the bearings, he tore a newspaper into scraps, and placed a portion of the machine on each all round the memorial, and having concluded this ceremony walked away.—*Bicycling News.*

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13. Is constructed on scientific principles.
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16. We invite comparison, piece by piece or as a whole, with any machine in the world.

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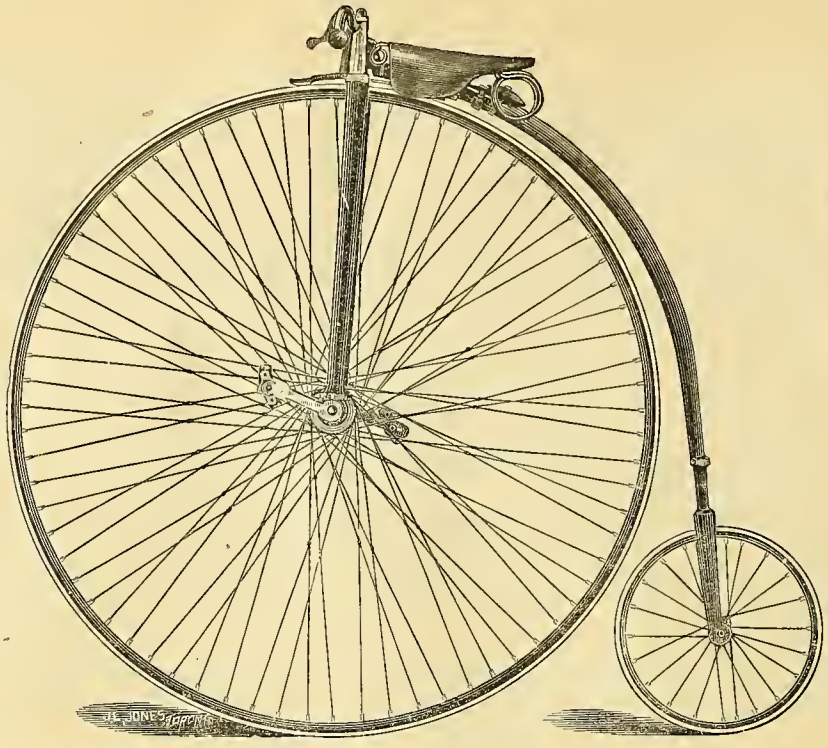

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THE

C.W.A.

———:o:———

Fill up the blank in the adjoining column and, together with

$1.00,

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HAL. B. DONLY,
SIMCOE, ONT.

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Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

☞ WRITE VERY PLAINLY.

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DEAR SIR,—

Enclosed you will find $1.00 for Membership in the CANADIAN WHEELMEN'S ASSOCIATION, to which I hereby apply for admission. I declare myself to be an Amateur within the meaning of the definition printed below. I refer to the undermentioned persons.

....
(Signature)

Club ..... (If any) Address .....

Date .....

REFERENCES.

....

If parties referred to are members of the C.W.A., two are required; if they are not, then there must be three.

FEES.—For Unattached Members, $1.00, which pays to the end of the Association year—June 30. For Members of clubs affiliated with the Association, 50 cents. Persons joining after April 1st in each year receive certificates good until the 30th June of the following year.

EXTRACT FROM BY-LAWS.

5 (*a*) An Amateur is a person who never competed in an open competition; (*b*) or for a stake; (*c*) or for public money; (*d*) or for gate money; (*e*) or under a false name; (*f*) or with a professional for a prize; (*g*) or with a professional when gate money is charged.

6 The Association draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally training or coaching any other person therein, either as a means of obtaining a livelihood or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by a professional in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The Association recognizes as athletic exercises all those sports under the jurisdiction of the Amateur Athletic Association of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating and snow-shoeing.

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The 52 in. "New Rapid," I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is hansome in appearance and its construction is as near perfection as possible. I am well pleased with it. Yours faithfully,

FRED FOSTER, W.B.C., am. 5-mile champion of Canada.

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Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

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WORLD'S RECORD	1-2	1.13 2-5
WORLD'S RECORD	3-4	1.50 1-5
WORLD'S RECORD	1	2.29 4-5
WORLD'S RECORD	2	5.11
WORLD'S RECORD	3	7.48 4-5
WORLD'S RECORD	4	10.41 2-5
WORLD'S RECORD	5	13.23 4-5
WORLD'S RECORD	6	16.12 3-5
WORLD'S RECORD	7	18.59
WORLD'S RECORD	8	21.41 2-5
WORLD'S RECORD	9	24.26 4-5
WORLD'S RECORD	10	27.07 1-5
WORLD'S RECORD	11	29.51 3-5
WORLD'S RECORD	12	32.35
WORLD'S RECORD	13	35.18 2-5
WORLD'S RECORD	14	38.01 2-0
WORLD'S RECORD	15	40.41 2-5
WORLD'S RECORD	16	43.26 4-5
WORLD'S RECORD	17	46.14 4-5
WORLD'S RECORD	18	48.58
WORLD'S RECORD	19	51.40 1-5
WORLD'S RECORD	20	54.25 2-5
WORLD'S RECORD	21	57.07 3-5
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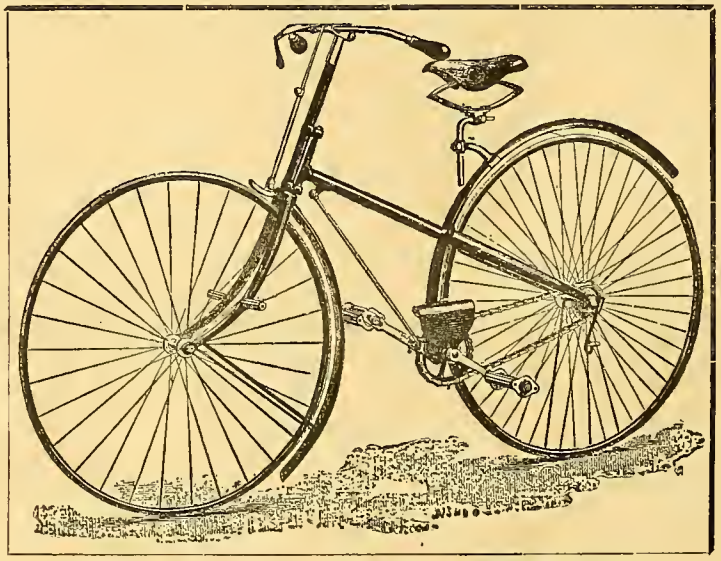

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VOL. (VI.?) 4 LONDON, CANADA, AUGUST, 1887. No. 10.

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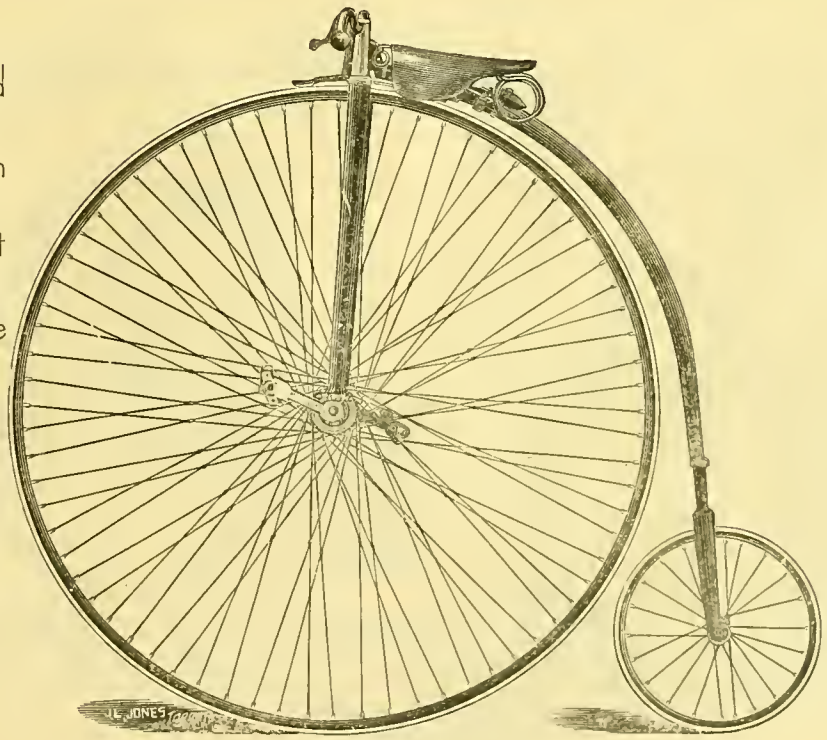

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Only a little shop-worn. $110 takes it.

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The best type of Safety in the market. This one is in good condition. New $115; now $60 only.

(11) KANGAROO SAFETY.

New $115 This one only $80. In first-class condition.

(12). LAMPLUGH & BROWN BUFFER SADDLE.

Reduced from $5 to $4, only a few left. This is the best English Saddle made.

☞ The above are a few of our specia. bargains. Send for July Catalogue of New and Second-hand Wheels and Sundries.

SPECIAL OFFER

We will make the special offer of sending any of the above machines (excepting Nos. 1 and 2), by Express C.O.D., with privilege of examination, and return if not as represented, on the mere condition that consignee pays Express charges both ways.

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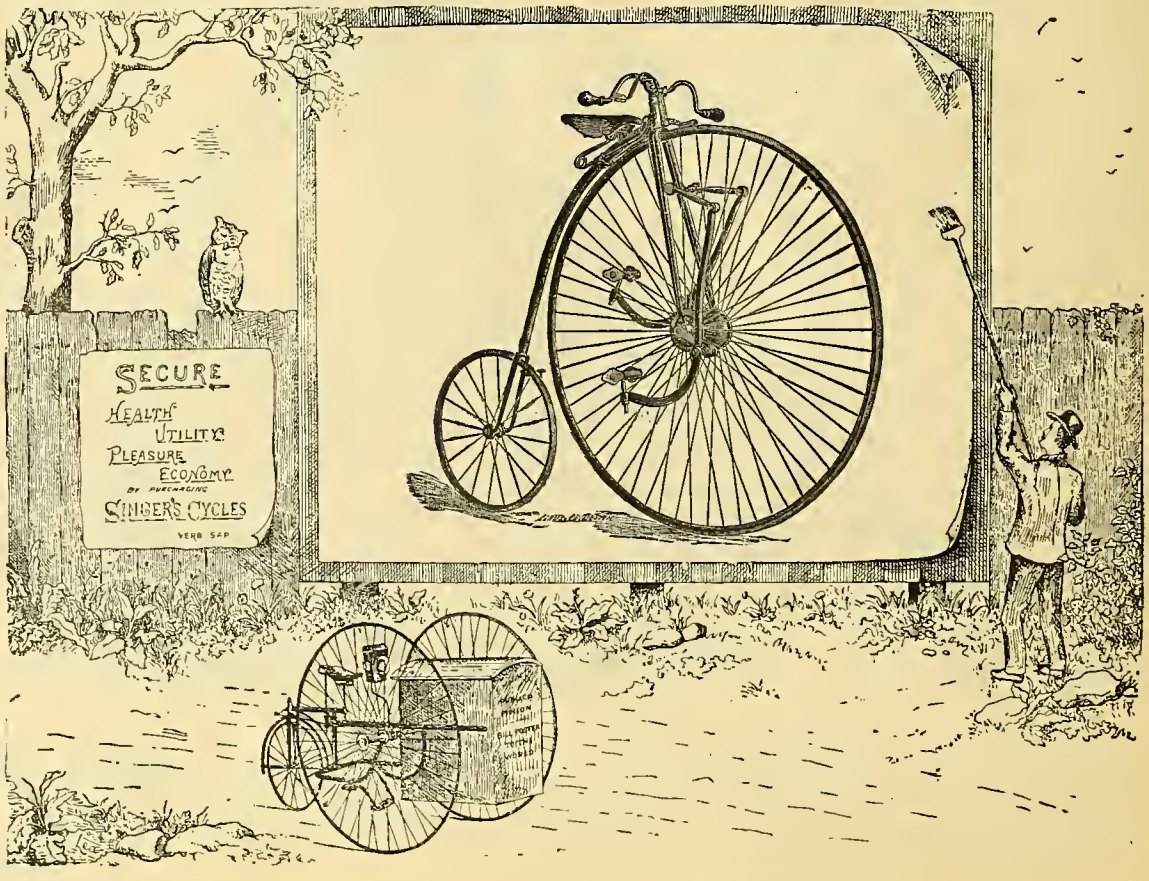
WM. PAYNE,

LONDON, ONTARIO.

The Largest and most perfect stock of Bicycles and Accessories in Canada.



The Canadian Wheelman:

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association and of the Cyclists' Touring Club in Canada.

PUBLISHED BY THE CANADIAN WHEELMEN'S ASSOCIATION, AT LONDON, CANADA, AND SUPPLIED TO ALL MEMBERS OF THE ASSOCIATION.

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All communications should be addressed to THE CANADIAN WHEELMAN, London, Ont.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, AUGUST, 1887.

EDITORIAL NOTES.

The Wanderers of Toronto now have 101 members in the Association—by all odds the largest number entered by any one club in the C.W.A. In fact, we do not recollect that the L.A.W. has as large a membership from one club. This testimony of the Wanderers' loyalty to the Association is especially gratifying, in that it sets a good example to the smaller clubs. The energy displayed by the Wanderers this year has been something phenomenal, and their fame is now as wide as the continent. Long may they wander.

Complaints have been received by the officers of the Association from several quarters, regarding violations by the G.T.R. of its agreement to carry wheels free. On the occasion of the late meet, the attempt was made, especially at Harrisburg, to charge wheelmen, and of course no little indignation was the result. Mr. Way, of Belleville, Vice-President of the Association, has the matter in hand, and is doing everything possible to secure an explanation and prevent a recurrence of the objectionable actions of some employes of the road.

One correspondent this month complains of the unseasonable weather for cycling that generally prevails on July 1, and asks why a day more suitable could not be selected for the annual meet of the C.W.A.? We think it would hardly be judicious to move in the matter of a change of date. For five successive years the meet has been favored with clear skies, which are of great importance to its financial success, and consequently, to the Association. Fair weather, as a rule, prevails about the first of July, and this fact, combined with the national holiday falling upon that day, more than counterbalances the slight inconvenience sometimes caused by excessive heat.

———:o:———

George M. Hendee and his trainer, Harry Cornish, are to take up their residence at Agricultural Park, Worcester, where the ex-champion will try to get himself in trim for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest.

TOURING.

There is one good thing in the fact that racing is taking a rear seat in the public's interest, and that is, that touring will most probably be a more prominent feature in the wheelman's life. We hold that there is no more delightful phase of cycling than that of touring, it is the *sensible* side of cycling. We all like to see trials of speed and endurance, and in fact, can one be found who has been brought up among English-speaking people, that does not delight in these exhibitions of skill and pluck. Still the real bodily and mental benefit to be obtained by cycling is only found in the moderate and constant use of the wheel on the road, and if a man has a notion to see what is outside his door-yard, let him take his wheel, and, with one or two congenial companions, explore unknown regions in search of adventure, health and fun. The cycling tourist, like the yachtsman, should be of a philosophical nature, ready to take circumstances pleasantly as they arise. The yachtsman has constantly to contend with adverse winds, no wind at all, and strong head tides. If he be a true sailor he will patiently bide his time and wait for better and fairer wind and tide. The cyclist has the same patience-destroying elements to spoil his disposition, one of which is the same as the yachtsman, namely, head wind. Then in place of opposing tides and rough seas encountered by yachtsmen, the wheelman can cultivate good nature by taking sand and hills, and at the same time smile sweetly and feel happy. Let the tourist's motto be '*Ohne hast.*" Let him start out on a week or two trip, not caring one whit whether he covers ten or one hundred miles a day. Touring is not all joy and jubilation, there is just difficulty and annoyance enough to give to healthy, vigorous body and mind piquancy of feeling. The tourist must not be a grumbler, but with the good nature of a Mark Tapley, and the pluck of a Stevens. We are glad to notice that touring is becoming, year by year, more popular among wheelmen.—*Bi. World.*

———:o:———

A BIG PROJECT.

The Trenton, N.J., wheelmen are at present discussing the project of making a cinder path between New York and Philadelphia for the use of the bicycle men. This project has been agitated to a considerable extent by the *Bulletin*, the official organ of the National League of American Wheelmen, and the New Jersey division of the League, at its recent meet, held in Orange on the 4th of July, discussed the matter. It was then agreed that a committee, consisting of a member from each of the clubs in the State, should be appointed to give their opinion as to the feasibility of the thing. This committee has just been appointed by Dr. Cooley, of Plainfield, the Chief Consul of the State Division, and Mr. Gardner Cain, of the firm of Case & Cain, is the member from the Trenton club Mr. Cain is an enthusiastic bicyclist, and has ridden the roads in that vicinity very thoroughly. He thinks that the cinder path cannot be made with any degree of success. The present route laid out in the guide-book, after leaving Trenton toward New York, is by the way of Pennington, Hopewell, Harlingen, Bound Brook, Plainfield and Orange. On this route, Mr. Cain says, the roads are so narrow that there is no room for a path two feet wide, which is the prescribed width. Besides this, the farmers are bitterly opposed to bicycles, and they would not take any pains to keep the path in repair. In fact, on these narrow country roads the whole width is needed for the waggons. If the League would change the route and go up the Brunswick pike, then he thinks a path might be successfully constructed. Mr. Cain thinks the project will not be a success. The cinder path is for the purpose of making a hard, smooth track for the bicycles. The longest one in the country, and the best, is at Wilksbarre, which is eight miles in length. There are many roads which are either so sandy or rough that the bicycle cannot go over them.

SITTING UPON A GRUMBLER.

It appears that immediately after the Brantford meet an item appeared in the Woodstock *Standard*, complaining of the treatment accorded visiting wheelmen by the Brantford boys. This aroused the ire of Mr. W. A. Karn, ex-President of the Association, who sent the following letter to the Brantford *Expositor:*

Woodstock, July 6, 1887.

Clarence R. Fitch, Esq:

DEAR SIR.—Yours of the 4th to hand, and in reply would say that I was surprised and grieved to see the report in the *Evening Standard* of Saturday; I had not noticed it until you called my attention to it. I have learned that the report therein was obtained from one of our club, and you can judge of the reliability of the same when I tell you that his enthusiasm was so great that on arrival at the grounds he repaired to the shade of a tree and never left it during the afternoon. So you will readily see that the report originated from a most unreliable source. The next time this particular member goes to Brantford we will advise you to arrange for a special supply of refreshments in the shade of his own particular tree, and perhaps it may be as well to have a waiter in attendance. However, as President of the Woodstock Bicycle Club, allow me to contradict the statement referred to, and compliment (as I did at the annual meeting in your city) the Brantford Bicycle Club, the City Council, and citizens generally, and I must not forget the young ladies, for the very flattering reception tendered to us; and I say it in all sincerity, that the hospitality shown us in Brantford was the most generous I have ever experienced at a C.W.A. meet, and I have attended all except that at Montreal last year.

We are all very sorry that such a report, false as it is, should have become public, and I assure you that the sentiments expressed therein are not those of the Woodstock Bicycle Club, but of a member who was too lazy to help himself to the many luxuries so generously provided by our fraternal and hospitable friends, the Brantford Bicycle Club. Sincerely,

W. A. KARN, President.

———:o:———

SHALL THE DATE BE CHANGED?

Editor CANADIAN WHEELMAN:

SIR,—To-day finds me, as well as several of the St. Catharines Bicycle Club, as they say, completely broken up. I am suffering from a slight sunstroke, which made my visit to Brantford one of misery instead of pleasure. I write you to ask why cannot the date for the annual C.W.A. meet be changed to some more suitable season of the year? July 1st is always likely to bring us in contact with weather entirely out of place for wheeling. An allusion to this through your columns, in order that the officers of the C.W.A. can give the same their attention, will much oblige, Yours for pleasure,

St. Catharines, July 4, 1887. E. W. SMITH.

———:o:———

SUNDAY RIDING.

Editor CANADIAN WHEELMAN:

SIR,—In your Toronto correspondence of last month I notice some very queer statements over the signature of "Pete." I would like to deny his assertion that an evening paper of this city is down on Sunday riding. The piece referred to was a letter written by some "crank," which was published in the complaint column, and the terrible and awful offence was never again mentioned. Now, Mr. "Pete" has an interest probably in thus personally pulling us into print, and doubtless his "dead against" Sunday riding will influence every rider in America, who will after this lay aside his wheel on that day. It's all that's necessary to know it hurts his feelings. It might surprise Mr. "Pete" to know that many a rider from his own club has accompanied the Wanderers on a quiet Sunday run. A WANDERER.

KRON'S BOOK IN CANADA.

Editor CANADIAN WHEELMAN:

DEAR SIR.—The task of distributing "Ten Thousand Miles on a Bicycle," in freight boxes and express packages to all parts of the United States, has proved such a slow and toilsome one, that I almost regret not having adhered to my original plan of mailing the books directly to individual subscribers. Just two months have elapsed since the final pages were printed, and about 4,500 volumes have now been despatched to depositories, but I fear I shall not be able to finish this branch of the business before the end of August. I intend then to forward a circular to all subscribers whose books are not placed at these depositories, requesting each of them either to send me $1.20 or else a post-card notice that he relinquishes the privilege of claiming his "specially numbered and autographed copy" at the specified half-rate. Meantime, I make this same request, through your columns, to all Canadian subscribers who may read these lines. Of my 130 advance supporters in the Dominion, about a dozen have already sent in their cash to me, and have expressed much satisfaction with the book. As I think a safe form of remittance is supplied by a one dollar bill and ten two-cent stamps (U. S. preferred, but Canadian also acceptable), I will bear the loss in case any such is stolen when addressed to me; but an order on the American Express Company costs only five cents and is absolutely safe.

If any subscriber will notify me, within a month after receiving his book, that he thinks it is not worth the price paid, I will return his money, with a label for mailing the volume elsewhere. I also offer to send the book "on approval" to any member of the C W.A. who will agree that, within a week from the time of receiving it, he will either forward me its full price ($2). or else will wrap up the volume ready for remailing, and will pay the Canadian postage on it whenever I send him a mailing label.

Canadians who may wish to buy the book outright, without the trouble of their preliminary examination, should send their $2 order to my Montreal agent, A. T. Lane, 1421 St. Catherine street, who has kindly undertaken to sell forty copies for me. As I've paid some $17, for Custom House charges and the like, in getting them to him, I trust he has not over-estimated the probable demand, in believing that the entire forty will find purchasers before the year closes.

The University Building,
New York City, D.,
July 25, 1887.

KARL KRON.

:o:

M. B. C. ROAD RACE.

The Montreal Bicycle Club's handicap road race, from the M.A.A.A gymnasium to the bridge works at Lachine, eight miles, took place on Saturday afternoon, July 23rd, and resulted as follows:—

	Net riding time—Min.
1. E. W. Barlow received 4½ min	31½
2. E. P. Baird, scratch,	27
3. C. O. Palmer received 5 min	32
4. D. Pollock received 3½ min	31¼
5. Fred. Scott received 3 min	31½
6. A. T. Lane received 4 min	33
7. F. G. Gnaedinger received 7 min	38

This is the first of a series of three road races. The second one, to be held in August, will likely be to Valois, and the last one will be in September, destination not yet decided on, but will likely be to the bridge works, Lachine, and back to Montreal, about sixteen miles. The winner of the largest number of points in the three races will take the first prize, and so on down till the seven handsome prizes that have been donated have been disposed of. The first man in Saturday's race counts seven points, and so on, No. 7 scoring one point. The roads, except through Cote St. Antoine, were very good, and the time was excellent. The handicap was very close.

:o:

The Springfield Bicycle Club feels very bitter toward George Hendee, because he failed to run for a record at their 4th of July tournament.

With the Clubs.

TORONTO.

NOTES FROM THE WANDERERS.

Bicycling matters around the club house are now quiet, and as most members are enjoying their holidays, no active business will be done till about the 15th of August, when we will commence to boom things again, starting off with our annual trip to Rochester.

A ball team in connection with the club has been organized, and already they have "done up" the Toronto Bicycle Club twice in succession, as well as several other teams. The officers are: Capt., A. S. Rennie; Sec., W. McGee; Manager, Fred. Foster. There are no salaries paid, although fines have been inflicted.

After and before the Brantford meet our house was honored with many visitors, the Midland Tourists and Montreal clubs paying us a friendly visit. Two tourists from Cleveland made themselves at home for a day or so with us.

The Syracuse club came along to the number of six, and after staying a day or so, left the city, expressing loudly their appreciation of treatment received. But the Wanderers more than exerted themselves in the case of the Ilderan Club, of Brooklyn Some fifteen members of the W.B.C. crossed over the lake and accompanied back an even seventeen tourists. The party were met on the wharf by about fifty Wanderers, who escorted them to the hotel. In the evening the club turned out about 200 strong, riders and non-riders. The island was visited and a sail was taken. Next day the city was shown the guests, and they left in the afternoon, accompanied by G. H. Orr as convoy and some half dozen of the club, for Kingston. To give all the little details of the time which the Ilderans had would fill a book. They think the W.B.C. could do anything, and wanted to buy out the whole club, plant and all, and take it away with them.

Another nice trip was that to Newmarket, on the 16th and 17th. Some twenty-five members were the guests of the Newmarket club, and the time they had, and the way the club out there used us, we shall never forget, as they are the liveliest and most sociable of clubs.

The Wanderers have sent in an even hundred members to the C.W.A. This was decided on at last meeting. I guess this tops the list for individual club membership.

July 24, 1887. "WANDER'-OR."

:o:

LONDON.

NEWS FROM THE FOREST CITY CLUB.

The principal reason of my communication this month is owing to the report that has been circulated that the Forest City Bicycle Club, in the midst of their phenomenal prosperity, intend investing their club funds in a $30,000 club-house on the main street of the city. I can, with every degree of safety, flatly contradict the story, as it has been decided to invest the funds in six dozen lemons and three pounds of sugar to make lemonade to entertain the Bay City tourists. And having got this off my mind, I will chronicle the news. The Bay City wheelmen with other Michiganders, start from Windsor on the 8th of August, and will arrive here on the 10th and spend the evening as our guests, when a big time may be expected. Our new club headquarters are finished, and about ready for occupation. They are located on York street, in rear of the Tecumseh House (no insinuations, gentle reader. Our club motto is, "Strictly Temperance") in a very pleasant situation, and are being cosily furnished, so that all may spend a quiet evening in our cycling circle. (friends and acquaintances will please accept this intimation.)

Our next event is the Forest City Bicycle Club annual outing, which this year takes the form of a ride to Goderich. The start is to be made on Saturday afternoon, August 13. Sunday being spent in as quiet a way as possible, and Monday in Goderich, returning by train on Monday evening. As there may be a number of cyclers in Western Ontario who would like to take a spin over the famous Goderich road with a party, we cordially invite them to join us in our quiet way. Any person so inclined, will be furnished with full particulars by writing our Secretary, W. K. Evans, at 860 Richmond St., London. As he is desirous of knowing the full number before starting, it is necessary to make all arrangements by August 8.

Thos. Stevens, the round-the-world cycler, will very probably visit London in October, and give a lecture under the auspices of the Y.M.C.A., and patronage of the F.C.B.C. As it is not definitely decided upon, particulars will appear later. Several members are away touring around the country, and in fact everyone is riding more than ever this season, a large number of tourists passing through here every week. More anon.

(?)

:o:

A BIG RUN.

The *Detroit Free Press* says:—The longest one-day ride by Detroit wheelmen was made last Sunday, July 24th, by B. J. Holcombe and C. Smith. They started from Windsor at 4 a.m. and reached Leamington, thirty-four miles distant, in three hours, making only one dismount. Here they stopped an hour for breakfast. They then started for Blenheim, reaching there at noon. Mr Smith had not been feeling well on the run out, so that on his arrival at Blenheim he took a bath and went to bed. Mr. Holcombe meanwhile wheeled three miles past Blenheim and back to make up seventy-five miles one way. They took dinner at this point and remained two hours to rest. At 2 o'clock sharp they started for home. "Even if I am sick," said Smith, "I feel better on my wheel than in bed." A hot pace was then made for twenty-seven miles without dismount. They arrived at Leamington on the return at 5:30 p.m. and remained an hour for supper. Three miles out of Leamington Holcombe took a somersault header which so completely turned him around, that on mounting again he started to go back to Blenheim, and would not be persuaded that he was wrong until he made inquiry at a farm house.

The arrival at Essex Center was made just at dusk, and 133 miles had been covered in daylight. The seventeen miles from Essex Center to Windsor was made in darkness and with great difficulty. Arrival in Windsor was made at 11 o'clock, thus finishing the longest run ever made in one day by Michigan wheelmen. The actual riding time was 14¼ hours. Notwithstanding the long ride the gentlemen were at their places of business yesterday morning without any visible signs of having over-exerted themselves.

Mr. Holcombe rode a fifty-three-inch Columbia light roadster and Mr. Smith a fifty-four-inch light Champion.

:o:

AN ENGLISH OPINION.

W. A. Illston, the one mile champion, in an interview with a correspondent of the Glasgow *Evening News*, said: "Rowe is undoubtedly the best cyclist I have ever seen. I ran against him two years ago in America, and he beat me, although he was only coming out then. He is a different man altogether now. He has done the mile in 2m. 27s., a very wonderful performance indeed. I believe," continued the champion, "that the tracks in America are much faster than in England; they are half-mile tracks My best time there was 2m. 39s" Referring to the recent English-American matches, Illston was decidedly of opinion that the recent matches between Howell and Woodside were genuine in every respect. "You see," he explained, "they were international affairs, and it was very unlikely that that being the case they would be 'faked.'" Asked his opinion of Howell, Illston smiled and confidently remarked: "I don't think there's anybody just now who can beat him. Yes," he went on, "Temple is a good man, and he is the fastest pedaller I ever saw; he rides a 53½-in."

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. J. D. MILLER, Montreal, P.Q.

Vice-Pres.—Mr. W. P. WAY, Belleville, Ont.

Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

Members desiring their addresses changed will please send both their old and new address to the Secretary, at Simcoe. All complaints in reference to the non-delivery of the paper should be sent to THE CANADIAN WHEELMAN, London, Ontario.

:o:

APPLICATIONS FOR MEMBERSHIP.

MONTH OF JULY.

Unattached, add 4:

E 0506, J King, Whitby, Ont.
E 0507. J P Lachland, Oshawa, Ont.
E 0512, R W Wright, Cleveland, Ohio.
E 0734, A R Stuart, Thurso, P.Q.

Ottawa Club, add 1:

E 0511, W G Stedman, Ottawa, Ont.

Peterboro Club, add 1:

E 0515, Herbert Haultain, Peterboro, Ont.

Stratford Club, add 19:

E 0558, C M B Laurence
E 0559, R H Brotherhood
E 0560, A S Fuller
E 0561, D D Hay
E 0562, Geo Tiffin
E 0563, Jos Pequegnat
E 0564, G F Macfadden
E 0565, H S Macdonald
E 0566, L Robertson
E 0567, Fred Tiffin
E 0568, H G Walton
E 0569, P C B Harvey
E 0570, W S Watson
E 0571, Mark Wade, jr
E 0572, T H Fuller
E 0573, M A McFarlane
E 0574, W K McLean
E 0575, E Schmidt
E 0576, George Kay

Wanderers' Bicycle Club of Toronto, add 70:

E 0597, Dr. A Macdonald, 180 Simcoe St.
E 0598, T H Grey, 84 Huntly St.
E 0599, E A Thompson, cor. Church & Front St.
E 0600, Charles Doherty, 35 Front St.
E 0601, H L Billing, care of Pearson & Co.
E 0602, C Miller, 169 Victoria St.
E 0603, J H Sperk, Merchants Bank
E 0604, A B Cameron, 25 Murray St.
E 0605, Will Shaw, care of Simpson & Simpson
E 0606, C P Orr, 9 Toronto St.
E 0607, A D Brown, 60 Alexander St.
E 0608, R A Shaw, 249 Jarvis St.
E 0609, E Macklem, *Globe* Office
E 0610, G Dean, care of T Eaton & Co.
E 0611, Alf. Thompson, 20 Front St. W
E 0612, J Alexander, *Mail* Building
E 0613, L W Buller, 72 King St. E
E 0614, Thos Sheard, 16 McGill St.
E 0615, W C Price, 290 Queen St. E
E 0616, Wm Equi, 269 Yonge St.
E 0617, J H Gerrie, care of *Forest and Farm*
E 0618, A S Rennie, 10 King St. E
E 0619, A T Cleghorn, 82 Walton St.
E 0620, C A Walker, 52 Church St.
E 0621, W Parkhill, 219 Sherbourne St.
E 0622, C T Callo, 48 Bredalbane St.
E 0623, B T Nicholas, 32 King St. W
E 0624, W Turner, care of Sampson, Kennedy & Co.
E 0625, J G Doran, care of B C Chambers
E 0626, W G Collins, Phœnix Mfg. Co.
E 0627, N McQueen, 77 Front St. E
E 0628, R Gain, 64 Rose Ave.
E 0629, T C Thompson, 52 Church St.
E 0630, A Austin, 334 Parliament St.
E 0631, A Taylor, 22 Toronto St.
E 0632, A Knowlton, 27 Church St.
E 0633, C S Stewart, 754 Queen St. W
E 0634, S Campbell, 64 Yonge St.
E 0635, J Binns, 179 Yonge St.
E 0636, W Clendenning, 98 Duchess St.
E 0637, A E Hurst, 219 Sherbourne St.
E 0638, W Henderson, 249 Ontario St.
E 0639, Bert Brown, 60 Alexander St.
E 0640, J Harrison, 72 Richmond St. W
E 0641, E Fletcher, 526 Yonge St.
E 0642, M Smith, 46 Isabella St.
E 0643, R Galbraith, 3 Maitland St.
E 0644, S G Beckett, 155 Seaton St.
E 0645, J J Clarke, 440 Yonge St.
E 0646, C M Ryan, *World*
E 0647, John Morrison, 528 Jarvis St.
E 0648. John McBrine, care of John Macdonald
E 0649, F J Capon, Moss Grove, Moss Park
E 0650, W Despard, Louden & Co.
E 0651, A O Hurst, Copp, Clark & Co.
E 0652, John King, J D King & Co.
E 0653, M J Taylor, J D Taylor
E 0654, R S Penniston, 3 Court St.
E 0655, Harry Barker, 317¾ Queen St. W
E 0656, W Yorke, No. 6 Union Block
E 0657, D Naismith, 16 Maitland St.
E 0658, George Toye, 228 Carlton St.
E 0659, W Millicamp, care of John Macdonald
E 0660, R Hoirocks, Gas Office
E 0661, J F McQuaig, 27 Gifford St.
E 0662, Charles Grey, 84 Huntley St
E 0663, T Morrison, 20 Front St. E
E 0664, T E Higgin, "Palace," cor. Front & York Sts.
E 0665, A Lawson, 409 Church St.
E 0666, B O'Keef, 72 Church St.
E 0667, M W Wells, care of John Macdonald
E 0668, C B Lowndes, 499 Sherbourne St.
E 0669, A E Patro, Queen's Hotel
E 0670, B W Wood, 305 King St. W
E 0671, L H Lucan, 26 Metcalfe St.
E 0672, W McGhee, Gould & Church
E 0673, S Samuel, care of Samuel, Benjamin & Co.
E 0674, A Duffell, cor. Yonge and Wilton Ave.
E 0675, F Whebbead, 141 Yonge St.
E 0676, F Creighton, Simpson & Co.

St. Thomas Club, add 1:

E 0677, M D Teetzyl, West Lorne, Ont

Rambler's Wheel Club, Belleville, add 1:

E 0678, W H Biggar, Belleville

St. Catherine's Club, add 4:

E 0716, J H Henderson
E 0717, W C Ditman
E 0718, H B Page
E 0719, Edge Carroll

Forest City Club, London, add 2:

E 0731, J Tilby, London
E 0732, A Walker, London

:o:

APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto.....	C H Riggs.....	Walker House*
"	W H Cox.....	"
Newmarket..	T C Watson...	Royal
Acton.....	Chas Gibbons..	....
Drayton.....	J W Powley...	Royal
Palmerston....	A Knowles	Queen's
Aurora.....	J J Ross.....	Royal
Sutton	....	Mansion House
Markham	....	Franklin House
Owen Sound..	D L Harrison..	Coulson House*
Whitby.....	Jos King.....	....
Oshawa.....	J P Lanchland..	....

—* Allows 25 % off regular rates.

:o:

An English medal maker advertises to buy back medals at eighty-five per cent. of original cost. The attention of snow-white amateurs is respectfully called to this place of enterprise.—*Wheelmen's Record.*

FIFTH ANNUAL MEET OF MICHIGAN DIVISION L.A.W.

The following is an account of the fifth annual meet of the Michigan Division L.A.W., held at Detroit, July 11. Weather: Fine, no wind. Track: Quarter-mile gravel, slightly bumpy.

1. One-mile, novice—1, J. D. Lamont, Chatham, Ont., 3.25 4-5; 2, W. K. Bradish, Detroit Star Club, 3 27 2-5. 2. Half-mile, open—1, Harry Davies, Toronto, Ont., 1.23 1-2; 2, T. B. Nicolson, Crawfordsville, Ind., 1.23 3-5; 3, Bert Hedges, Adrian, Mich., 1.28. 3. One-mile, 3.20 class—1, G. E. Lane, Detroit Bi. Club, 3.11 2-5; 2, J. D. Lamont, Chatham, Ont., 3.15 4-5; 3, B. Hedges, Adrian, Mich. 4. Quarter-mile dash, for Detroit L.A.W. members—1, Geo. E. Lane, Detroit Club, 0.43 3-5; 2, W. E. Metzger, Detroit Club, 0.43 4-5. 5. One-mile, State championship—1, F. X. Spranger, Detroit Bi. Club; 2, Geo. E. Lane, Detroit Bi. Club; 3, B. Hedges, Adrian, Mich.; 4, M. D. Hubbard, St. Johns, Mich. The judges declared this "no race" on account of loafing. The riders thereupon "kicked," and the matter will be referred to the racing board. 6. One-mile tandem—W. E. Metzger and A. F. Peck, both of the Detroit Club, start alone to make a record for the city; time, 3.31 1-5. 7. Three-mile, L.A.W. championship—1, T. B. Nicolson, Crawfordsville, Ind., 9.47 1-2; 2, F. X. Spranger, Detroit Club, Ont. 9. Half-mile. consolation—1, M. D. Hubbard, St. Johns, Mich.; 2, B. Hedges, Adrian, Mich., 1 44 2-5.

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A SEVERE CRITICISM.

Our esteemed contemporary, the *Boston Herald*, in its review (16th inst.) of Karl Kron's "Ten Thousand Miles on a Bi." speaks with no uncertain sound. It says, to begin with: "Whatever interest this book may have for the 3000 subscribers who have their names printed in the place usually assigned to the index, it will have small interest for the general reader." This is not bad for a starter, and seems to have warmed the writer up to his work, for he continues: "The author is eminently bumptious; he is a man of one idea, and that idea sticks out in his story to the exclusion of everything else. The bicyclers have queer literary tastes, and possibly they may like this sort of literature, but it is all Dutch to the man who does his travelling on two feet instead of two wheels. Why on earth this self-coceited son of genius has put the story of his senseless wanderings through America into 907 pages, of which the type is so small that you must put on eye-glasses to read it, is beyond one's guess. For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man. The only sign of common sense is shown in the beautiful portrait of Karl Kron's favorite bull dog, to whose memory the book is aptly dedicated. More rubbish was never more closely compacted into small space." For direct and explicit phraseology this could not have been surpassed by Karl himself, and yet, if the reviewer had looked at the small print a little more closely through his glasses, he would have discovered not a little of interesting fact and information. On the whole, Karl is to be congratulated, for if a review like the foregoing does not produce sales to the non riding public, nothing will.—*Bicycling World.*

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TRADE NOTE.

By reference to our advertising space, it will be seen that the Toronto Bicycle Club will hold its sixth annual tournament at Rosedale, on Monday, August 15th (civic holiday). It will be seen that there will be seven open events adapted to all classes of riders. No doubt the Torontos, as usual, will make this meet a success. The Rosedale Athletic Grounds Association are making extra efforts to put the track in such condition as to enable Canadian records to be lowered.

Poetry.

LITTLE DUDE. BIG BICYCLE.

Now vas der merry mont' of May,
Ven all der bull-frogs sing so gay,
Und Vinter's cold vas shased away,
Und melted vas der icicle.

Now comes der leedle dandy dood,
Reshplendent in his nobby suit,
Und mit his mustache curled so cute,
A-riding on his bicycle.

Und in her "bloomer" by his side
Der shweet doodine does swiftly glide,
A-vishing do she vas his bride,
Oopon a brand-new tricycle.

Und he vish too dot very same;
So riding oop to her he came
Und tried a radher risky game—
To kiss her on dot tricycle.

Youst den von leetle shtone he shtruck,
Und mit his vheel von heddar took,
Und pitched head first, gonfound der luck!
Oopon her mid his bicycle.

Dot settled him youst like a book;
Der doodine gwick dot fresh dood shook,
Und gave him youst von icy look
Dot freeze him like an icicle.

—*Boston Globe.*

HE STAYED RIGHT WITH 'EM.

[*The Wheelmen's Record.*]

The other day, a party clothed in grey jeans and the delicate odor of new-mown garden truck, came shuffling into our office, cast a suspicious glance around him and asked: "Is this here where you print the *Wheelmen's Record?*"

We admi ted the truth.

"An' you print about races, an' sich like news, I reckon?" he ventured inquiringly.

Another candid admission on our part.

"Don't charge nothin' for printin' about 'em, I reckon?"

We assured him that we published such things as a matter of news.

"Well, bein' as I was comin' to town to-day, Pete Burgess, he 'lowed he'd like to have me come up here an' tell you about them Terry Hut races last week. Pete, he was afeared some other fellers would git in ahead of him an' tell their side of the story an' git you to print what wasn't true. You see, they was right smart prejudice agin Pete at Terry Hut, jist 'cause he went in an' won their blamed old race, when they wasn't expectin' it."

"Very well," we said, "let us have your report. Just as briefly as possible, please."

"That's what I was comin' to," he drawled. We've only got one velocipede rider in Shuckville, but he's a daisy!

"One day I says to Pete, says I: 'I hear they's to be some big races at Terry Hut; what hosses is entered, eny of your pap's?'

"Pete says, says he: 'There ain't no hosses entered, it's a bisickle race.'

"Then I says, says I: 'Why don't you go in an' jine 'em?' But Pete, he was kinder afeared he wouldn't stand no show. He said they was goin' to have some mighty big races there at Terry Hut. They had fast men comin' from Chicago, an' Sent Louis, an' Boston, an' Pennsylvania, an' all them big towns.

"I says to him, says I: 'What do you care for them fellers, can't you run, too? Didn't you an' your velocipede run away from Squire Burk's bull dog last Saturday? Didn't you beat Abe Parker's yaller mare, out on the mill road? What are you afraid of, anyhow? I'll back you up, I says, says I: 'You jist go into that race an' stay right by 'em!' An' he done it.

"Me an' him went over to Terry Hut the day before the races, an' Pete, he entered in the five mile champeenship race. That was the longest, and I advised Pete to go into it. 'cause I know that his main holt would be in stayin' right with 'em. An' he done it, too.

"When the time come to race, all the big guns from Crawfordsville, an',—an' all them places, was there, with their spidery lookin' velocipedes. As they come up into line, one at a time, each feller's friends reared up an' hollered for their man. But you'd ought to seen 'em cheer when Pete come up to the line! Why, every last one of 'em yelled like he'd split his neck!

"I reckon they kinder suspicioned that Pete would win.

"They all fetched up in line; six of 'em; an' each racer had a man standin' back of him to give him a shove. I was back of Pete, an' jist before they started I whispered to him: 'Pete, recollect I've got four dollars an' a yallar cow up on this race. Stay right with 'em.'

"Then somebody fired a shot gun, an' when I seen all the rest startin', I jedged that was the sign to start, so I jist gave Pete a shove an' I reckon I sent him about a hundred yards. I was feelin' a little flustrated an' I kinder started him off a little might crooked, an' he slammed up agin another fellar an' knocked him clear off the track. But Pete, he didn't have time to stop, he jist stayed right with 'em.

"Perty soon the other racers shot ahead of Pete, but I didn't let that scare me none, 'cause I knowed what Pete was. He wasn't goin' to wear himself out at first—he 'lowed to wear the rest of 'em out.

"So before Pete had got around once, the rest of 'em was comin' around the second time an' jist as they was goin' to pass him, Pete kinder edged across the track so as to git on the other side for a change, an' a couple of 'em what had their heads down an' wern't lookin' where they was goin', run smack into him. Pete, he didn't let that bother him none. He steadied himself up a little, an' stayed right with 'em, but the other two dropped all in a heap an' they carried 'em off the track.

"Jist about this time, one of the men that was bossin' the race seen how things was goin.' He knew by the way Pete stayed with 'em, that he was sure to win. I reckon he had it fixed up with some other fellar to do the winnin' an' he didn't want no foreign talent to come in an' bust his man. So he run around to where Pete was, an' hollered at him an' tried to git him to come off the track, but Pete, he didn't pay no more attention to him than he did to the rest of 'em. He jist kept on an' stayed right with 'em.

"They was only two others runnin' now besides Pete, but I wasn't gittin' scared. Pete, he jist kept right on without tryin' to wear himself out, 'cause it was his plan to take it easy, you see, an' stay right with 'em.

"By an' by the other boys began to ketch up with Pete agin, an' jist as I came down to the track to give him a drink of water, Pete stopped an' one of 'em ran plump into him agin. Broke his leg, but it served him right for tryin' to race when he didn't know how to ride no better than that. But it didn't addel Pete none. No sir-ee, he stayed right with 'em.

"Pete, he started out agin. There was only him an' the other fellar on the track then, an' as they was a right smart piece apart, Pete didn't have no more trouble about bein' run into.

"They was gittin' mighty near to the end of the race an' all the crowd got to yellin.' Some of 'em was hollerin' fer the other man, but most of 'em was yellin': 'Go it, hay seed! Git there, old corn stalk!' an' all the while Pete was stayin' right by him.

"When the fellar passed him fer the last time, I reckon they wasn't more'n a dozen yards from home. But jist then Pete, he fetched a powerful whoop, jist to let the young feller know he was right with him, an' he looked around kinder scared like, an' jist then he took the worst gosh-all-hemlock fall you ever seen; went right through his machine like it was a paper hoop, an' Pete he went in an' won. An' you'd ought to heard 'em yell.

"But they was a few of them that was mad, an' wanted to lick Pete, 'cause the other fellers run into him. Jist as if he could help it! But I says, says I: 'The man that licks Pete licks me too, 'cause I'm here to back him up. I've won four dollars an' a cow on this here race an' I can afford to blow in a little fer a 'salt an' battery fine jist as well as not.'

"They didn't say no more about fightin', but they cheated him out of his brass medal jist the same. They had a lot of fine drawn excuses to git out on. Said he run into the other fellers an' fouled 'em when anybody could saw that they run plump into him An' they said that Pete didn't finish the race by two miles; but I took notice that Pete was the only one of 'em that had the sand to stick to it till the race was over, an' if he didn't win, I'd like to know who did.

"As I said before, they is right smart hard feelin's over this thing at Terry Hut, an' some of them fellers may come around here tryin' to work some lies into your paper about it. But what I've been tellin' you is the solid truth, an' whatever you say about the race, you jist make this remark: 'Pete Burgess went into that 'ere race to stay right by 'em all the way through. An' he done it.'"

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THE SYRACUSE CLUB'S TOUR.

The Syracuse correspondent of the *Bicycling World*, telling of the Ontario tour of the Syracuse club, says:—"God save the Queen." The Canadian trip is a thing of history, and all the party live to spin their yarns. At Lewiston a boat was taken for Toronto. The party was the guest of the Wanderers' Club at Toronto, and the visitors were enjoyably entertained by Captain Orr and several club members. Friday's ride was to Bowmanville, a distance of about fifty miles, through Norway, Highland Creek, Pickering and Whitby. Notwithstanding the fresh gravel these fifty miles are a good day's pull, as the road is full of grades and hills. There is nothing whatever to see after Toronto is left, and a wheelman would lose nothing by beginning his trip at Bowmanville or New Castle. Toronto is about all there is in the line of a town on the entire route. The Canadian cities are fair American towns. But from Bowmanville on, the roads, scenery and country itself, all improve. The party, the second day out from Toronto, made eighty miles with ease, riding to Belleville. Port Hope and Cobourg are good sized towns and quite lively for Canada. Dinner was had at Coboug, and the party increased by three Port Hope wheelmen who were bound for Belleville. The afternoon ride was through Grafton and Newton to Brighton, where the party was joined by two wheelmen, members of the Star Club of Cleveland, Ohio, who are touring to Boston, and the entire company made the run from Brighton to Belleville, twelve miles, in fifty-five minutes. The night and Sunday morning was passed in Belleville, and the remaining fifty miles to Kingston made Sunday afternoon, the riders receiving a cordial welcome at the hands of the Napanee wheelmen. Monday morning an early boat was taken for the Thousand Islands, and Monday and Tuesday spent at Round Island Park and on the St. Lawrence. The entire road riding distance covered was 225 miles, and for a week's outing this trip cannot, in the estimation of the "Big 6s," be excelled. There is a variety to it that few trips afford, and the scenery in the region of the Falls, Niagara River and Lake Ontario is, grand. The Ilderan club of Brooklyn, is travelling the same trip at this time, and we hope they are enjoying themselves, and meeting with as kind hospitality at the hands of wheelmen along the route as we did.

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Twenty-two members of the Portland Wheel Club arrived at Quebec, July 25th, from Cacouna. The party left Portland on July 14, by train for Bangor, Me.; from Bangor by wheel to Edmunston, N.B.; thence to lake Temiscouata; from the lake to River du Loup en Bas, thence to Cacouna, where they put up at the St. Lawrence Hall, where they were tendered a grand reception. They rode out on their wheels to the falls of Montmorency, and during the afternoon they visited all the places of interest.

Wheel Tracks.

R. J. Mecredy won the five miles tricycle championship at Ashton.

George Ace, of Wales, and William J. Morgan, have made five bicycle matches for 1, 5, 10, 25 and 50 miles each.

L. S. C. Ladish is no longer connected with the *American Wheelman* of St. Louis. He has sold his interest to Rogers and Gordon.

Mecredy owns and rides what is supposed to be the lightest racing tricycle in the world. It is a "Cripper," and weighs only twenty-seven pounds.

Harry E. Ducker has removed to Buffalo, N.Y., where he has taken the position as superintendent of the book and job department of the Gies Printing Co.

Mr. C. W. Brown, of the London (Eng.) Tricycle Club, lately rode 100 miles on the road in 7h. 54m. 10s., beating "the best" by about 35 minutes.

Woodside cut the two-mile English professional record down to 5m. 32 4-5s., at Coventry, Eng., June 14, but Howell lowered it to 5m. 27s., June 17, at Wolverhampton.

The residents of Martha's Vineyard have subscribed $500 towards defraying the expenses of the expected visit of the Massachusetts Division of the L.A.W., to take place in August.

A young lady of Tottenham was married last Friday, and after the usual wedding breakfast the happy couple started for their honeymoon tour on tricycles, amid showers of rice and good wishes. —*Tottenham Herald.*

Geo. Nash, the fancy rider, has been astonishing Providence people by riding down eighteen steps from the City Hall to the street. He does this wonderful feat on a single wheel, *sans* every thing except the pedals.

President Kirkpatrick, of the L.A.W., has a big head for the development of original ideas. His latest feat in that line is to establish a "cabinet," the members being composed of the heads of the various national committees.

The American team have engagements all through England for the month of August; they will then go over to the "*Continong*," to fill engagements in France, Germany, Austria, Norway, Holland, and other Continental countries.

The League membership in the five largest States is as follows:—New York, 2,025; Pennsylvania, 1,532; Massachusetts, 1,201; New Jersey, 798; Ohio, 752. It is a pity that Massachusetts has been allowed to drop from first to third place.

We should like to see such men as Howell, Battensby, Lees, Duncan, Medinger, Dubois, Temple, Woodside, and Bob English competing in races over distances from five to twenty-five miles, which would prove a very exciting competition.—*Cyclist.*

It is said that Percy Furnivall is to "figger" as a hero in a novel, the plot of which is based on Browning's poem of Waring. It is really stated as a fact that the author has taken Mr. Furnivall, and proposes to work him over into a most delicious hero.—*Bicycling.*

Percy Furnivall has appeared on the platform and delivered a lecture on "Training," presumably with special reference to bicycle racing, in which department of sport the author of the paper has excelled in so great degree. His ideas on the subject should be of value.

Harper's Weekly states that Beecher prophesied some twenty years ago, that the bicycle (then the velocipede) would be developed so as to be a practical road machine. It is stated by the same authority that the great preacher essayed to become a rider of the trike, but failed.

The kind words spoken for Woodside by the English press must be a very comforting balm for the sore heart of the Irish-American. *Bi. News* says: "We are heartily sorry for Woodside, for his failures must have told on his spirits, but we trust the well-earned rest he is now taking will make him a new man."

An American named Nichols, who is stated to have been at one time private secretary to Gen. Garfield, has a new scheme in hand. It is a "tricycle railroad," which is to run on a single track, suspended above the existing railways. Mr. Nichols claims a speed of 220 miles an hour for it, and talks of running from New York to San Francisco in a day on it. He is trying to float a company to work it. We do not know upon what he bases his calculations, or how the thing would be worked —*Cyclist.*

A remedy suggested by an Englishman, to prevent scaring of French horses, is to "whistle a tune as soon as you meet a restive horse, and, in five cases out of six, you can pass him without dismounting. Most readers will laugh at this simple thing, but perhaps they do not know that French boys and men *never* whistle in the streets, therefore it is a novelty that attracts the horses' attention more than the motion of the feet going around, and, if anything, they say animals are charmed by music."

The important event in the 4th of July races at Lynn was the three mile professional handicap in which the entries were Rowe (scratch), Crocker (200 yds.), McCurdy (300 yds.), Schurman (1 lap). To the surprise of all the spectators, Rowe refused to race unless McCurdy's handicap was cut down to 175 yards. As he left the track he was hissed by the crowd, and when Rowe is hissed at Lynn, it means something that is not to be proud of. But Rowe or no Rowe the race was run, and Crocker won by about 10 yards.

An English clergyman, who a short time ago visited Hammerfest, in Norway, the most northern town in the world, informs *Bi. News* that the first thing he saw on landing from the steamer was a young man on a Coventry-made bicycle, who was pedalling around to the admiration of a wondering little crowd, and apparently with immense satisfaction to himself. When the North Pole is discovered, we prophesy that the explorers will find a jaded cyclist resting his steed against the earth's axis, and wondering whether there is a C.T.C. consul in charge.

I hardly dare to whisper it—it may be still another of those false alarms which have been so numerously "rung in" on Chicagoans. But the fact remains that the enterprising firm of Gormully & Jeffery have offered to give a cool thousand dollars to arrange a grand tournament this fall. They think that the other manufacturers might fall in line, and between them raise an amount which would give us an amount which would equal the mighty Springfield. It is just a thing of that kind that this city needs to arouse public enthusiasm.—*American Wheelman.*

A St. Louis policeman conceived the idea of utilizing the tricycle as a quick means of covering his beat. With the same exertion required in walking, it was estimated he could, on a tricycle, cover his beat five times in the same time as now required to walk it. This enlightened policeman suggested to his chief the idea and said that he would furnish the tricycle. The chief, who possesses pre-Adametic notions, put a very decided quietus on the idea, and so the policeman will continue with his capacity kept down to that of one man and not increase it to five men, as would be the case if the "chief" was not a blockhead.

The *Bicycling News* gives us news from home. It says: "The military cycle movement is spreading. If you doubt it, read the following, which we clip from an American exchange: 'The Victoria Rifles of Canada [Montreal] have taken unto themselves a bicycle corps, to be used for scouting and signalling purposes. It is composed of a sergeant and seven men, all members of the Montreal Bicycle Club. They were out with the corps for a drill and march the other day, and made quite an addition to the corps. They are placed immediately behind the band. At present they are mounted on ordinaries; but if they are to be a success it is likely they will have to come down a little lower in the world and ride safeties of some sort, likely of the Rover or Premier type.'"

Cyclists seem to have hitherto laboured under great disabilities in the German capital, for we learn that permission has only just been granted by the president of the police for tricycles to be driven in the streets of Berlin. This is likely to increase the present demand for tricycles, which is already very large; and the great sewing machine firm of Dresden, Seydel and Naumann have already begun to manufacture them. That Germany is, however, only in the initiative stage, is shown by the figures. England numbers 500,000 cyclists, and the whole of Germany 20,000 only. A German contemporary estimates their machines to represent a value of six million marks, "the greater portion of which has hitherto gone into the pockets of England"—and we fancy it is likely to remain so.—*Invention.*

Mr. A. is an enthusiastic and muscular tandemon. Mrs. B. had never ridden until the other day, but she has aspirations in that direction. Mr. A. is visiting Mr. and Mrs. B., and he offers to take Mrs B. out on his tandem. They go six or seven miles and return. The roads were typical Rhode Island roads, in their typical condition—rough, stony and dusty. But Mrs. B. is delighted. "Why, John," she cries to her husband as she springs across the threshold, "it was just too delightful for anything. Why, it was no effort at all: I'm not tired or anything; the machine just runs itself." At this juncture Mr. A. enters, dusty and dripping with perspiration; he drops into a chair and calls faintly for a glass of water. Mr. B. discovers at a glance how the machine "just runs itself," and now Mrs. B. wonders why her husband is so dead set against tandems.—*Providence Journal.*

A gentleman named J. A. McLaughlin, living in Warden, P.Q., thus writes: "I saw in the *World* a few weeks ago, that rat terriers mounted wheels in Boston. I don't think we have any terriers on wheels in Canada, but I have a rat that has ridden the wheel with me for two years, and he seems to enjoy the sport as well as I do. I took him out for a turn last week, and while descending a hill I took a header, and when I picked myself up I found Mr. Rat on the saddle all serene. Find enclosed his photo, which is not very good, but you can see him if you look sharp." The cabinet picture is before us and shows the writer standing by his machine, holding it by the handle-bar. Mr. Rat appears seated on the saddle looking like a veteran scorcher. We doubt whether this story of Mr. McLaughlin and his rat can find parallel in the history of cycling.—*Bicycling World.*

"London W.," in *Bi. World* says: While taking a short cut over Meeting House Hill last Saturday, on my way to the Eastern Road Club's race, I was accosted by a man in working clothes, who asked me one of the hackneyed questions about the comparative merits of the machine I was riding (a rear driving safety), and the ordinary bicycle. I saw the man had the iron spurs used by linemen to climb telegraph poles, strapped to his legs, and as he said something about riding every day, I detected a matter worth investigating. He told me that he worked for the New England Telephone Company, and that he and seventeen other linemen were this spring equipped with bicycles by the company, and used them in travelling from place to place repairing wires. He said he covered about forty-five miles a day about his work. The company was led to the use of bicycles from motives of economy, as the travelling expenses of the linemen, before they mounted cycles, was from two to three dollars a day each, so that the saving was considerable. It is needless to say that I gave all the information I could about the machine I was riding, and even tried to initiate him into the vagaries of the safety. This is a big thing. It is the recognition of the cycle as an economical, practical vehicle for a certain kind of business. Tell the Governor of New York this, and then what reason can he give for not putting cycles on the same footing with all other road carriages.

Thos. Stevens is down for a lecture in London, Ontario.

An effort is being made to start a bicycle club in Amherstburg. About half a dozen members have joined.

Maltby, the American trick rider, is now in India, the last advices being from Calcutta. He had a very successful tour in Australia.

The Toronto Bicycle Club will hold its sixth annual tournament at Rosedale, on Monday, August 15 (Toronto's civic holiday).

A one-legged bicyclist is attracting attention in the western part of Pennsylvania. He travels with his crutch strapped upon the backbone of his wheel.

The eleventh club run of the Star Bicycle Club, of Detroit, will be held Friday, July 29th, leaving the fountain in East Grand Circus Park, at 7 o'clock p.m. sharp.

Bicyclers are interested in a recent discovery in the manufacture of aluminium. This metal will be produced soon at one-tenth of its present cost, and a bicycle made of it would weigh about half as much as at present.

The Boston Club's Victoria is creating lots of fun for its members. The machine will carry six persons, and it can be adjusted to carry four. The cost was about $600. The members claim that they can pass anything on the road with it.

At Birmingham, July 16th, Temple won the half-mile bicycle championship, and beat the quarter-mile grass record made at Norwich on Thursday. Woodside lost the twenty-five mile championship race by a yard. In the same race Morgan's machine collapsed while he was leading.

The Detroit Correspondent of the *Bicycling World*, says: The most magnificent specimen of a man Detroit has seen in a long time is Harry Davies, of Toronto. He is about five feet eleven inches, and weighs 163 pounds in training. His physique is superb, and being good looking to boot, was a favorite of the ladies.

Daniel J. Canary, the trick rider, is now fulfilling a two months' engagement at the Cirque Price, in Madrid, Spain. From there he goes to Stockholm and Copenhagen, returning to Paris Nov. 1st, when he begins another engagement at the Folies Bergeres. He has made a great success abroad, and it may be years before the States will see "Dan" again.

The race committee of the Toronto Bicycle Club have completed their list of races for their sixth annual tournament, to be held on Civic Holiday, on Rosedale Grounds. No less than seven open events were decided upon. Entries from all over Canada and the United States are expected to make this the most successful race meet yet held in Toronto.

Two new records were made at the jubilee tournament held at the Alexandra Palace track, near London, Eng., June 23, 24. R. J. Mecredy rode a quarter-mile in 42 1-5s., and half a mile in 1m. 25 3-5s. On the 27th, Mecredy rode against the quarter-mile tricycle record, and succeeded in beating it, doing 1m. 24s., and he also rode three-quarters of a mile faster than it had ever been made before, 2m. 4s.

Two championship races of the National Cyclists Union were decided at Birmingham, Eng., July 4. The first, one mile tricycle, was won by E. Kiderlin, Delft Stud B.C, the Dutch champion, in 2m. 54 2-5s.; G. Gatehouse second, by twenty yards; R. J. Mecredy third. The second event, twenty-five miles bicycle, was won by W. A. Illston, in 1h. 19m. 2 3-5s; W. F. Ball second, by fifteen yards; J. E. Fenlon, third, by ten yards.

A New York reporter credits Mr. George R. Bidwell with saying: "The wheelmen will undertake another important piece of work next year. They have formed a plan to get the roads of this State put into good condition and macadamized. If they succeed in this, even drivers of horses will have reason to regard the man on the bicycle with some degree of favor." We trust this news is true. New York seems to have found the true mission of the League.

On the evening of June 10th, Minneapolis enjoyed the spectacle of a lantern parade by cyclists. Just one hundred and seventy-one wheelmen rode in the line, and each man had from two to twenty lanterns hung on his machine. The decorations were not confined to lanterns, as some of the machines were one mass of colored paper and ribbons. The affair has proven such a success that it has been decided to hold another during the Exposition, in which it is intended to "out illuminate and out parade anything of the kind ever seen."—*Bicycling World.*

Says the *Hamilton Times:* The ride of the two young men, J. C. Coombs and Joseph Gibson, from Nashville, Tenn., on bicycles, over the ordinary roads and at a rate of over 70 miles per day, would make it appear as if a regiment mounted on bicycles would be a mighty handy thing in war time. The matter is now being talked up and probably mounted companies will be formed in the city corps. The 14th battalion at Kingston has already applied for leave to form a company. A cavalry regiment with fresh horses could not make over 50 miles in a day, and then the animals would be dead broke. On the other hand, bicycles never tire; in fact, the only trouble is that they become untired occasionally.

An English paper says: At the run of the Southsea T.C. last night, Mr. Edwin Izod, the captain, was riding a Quadrant lighted by electricity. It seems that the idea came into his head that an electric light of small power would be far more effectual than an ordinary light of greater power produced from oil, and after the usual preliminary experiments and failures, he has, by perseverance, produced a light which is strikingly pretty, and, as far as it has gone, quite a success. The ordinary lamp-box is used, but instead of the oil can inside a small incandescent lamp is fixed. This, in front of the bright reflector, throws up the pure white light with great effect. It remains to be proved whether this light will be found to answer all purposes in touring. Last night's experiment, at any rate, was in every respect a complete success.

France may be a land of liberty in a great many things, but in matters connected with wheeling there are certainly far too many restrictions. One of the rules of the N.V.F., which is the N.C.U. of France, is that in a race the costumes must be of a dark color, and a man, however neatly or properly dressed in white, would not be allowed to compete. A man's racing clothes might be indecently tight and wretchedly dirty, but as long as they are dark they pass, whilst a white costume would be rejected. Anything more inconsistent or idiotic we never met with, and it is more astonishing coming from the French nation, which cannot be accused of prudery in matters of bathing costume, for instance, and as a matter of appearance one has only to think of the numerous well-known men who invariably race in white here, to say that there can be no cause for objection on that score.—*Wheeling.*

The *Bi. World* says that it learns that D. Rogers & Co., agents for the Cunard cycles, left Newark, N. J., on Friday, June 24th, without the ceremony of bidding numerous creditors good bye. It seems to be that the firm have left these shores for the more salubrious climate of Europe, leaving many people who would like to be able to receipt certain bills now due from D. Rogers & Co. Although the firm was exceedingly liberal advertisers in the press, their business was not profitable and their stock of machines meagre. The members of the firm were popular and were enabled to borrow small sums of money, which, together with advertising and other bills, bring its liabilities up to several thousand dollars, with assets next to nothing. Among the creditors were Herbert Knight, who has a chattel mortgage on their stock for $500; J. C. Pierson, their landlord, for $17 for one month's rent; Mr. W. F. Bell, $200; advertising bills amounting to about $3,000, and numerous smaller creditors.

The danger of reckless riding was forcibly exhibited at Landport the other day. James Folan, aged twenty, a postman, was racing on the road, or, at any rate, proceeding at fifteen miles an hour, in company with a friend, when he ran into a pedestrian, fell heavily from his machine, and died a few hours later. So terrible an occurrence should convey a lesson to the numbers of riders of all ages who are to be found propelling their cycles at a dangerous speed in the suburbs of our great cities on any fine evening. Such an accident is grievous enough in itself, but its effect on the general public is perhaps even more to be regretted. Cycling is not yet sufficiently established in the public mind as a safe means of progression. Twenty years hence, when all cycles are safeties, and as accidents become fewer and fewer, people will look on an occasional fatal fall as one of the misadventures which occur in every amusement or business. They will cease to regard cycling as a specially dangerous sport, which, indeed, it is not. But as long as the reckless rider rushes wildly up and down streets, so long will fatal accidents be frequent.—*Bicycling News.*

While the Ilderon tourists, of Brooklyn, were on their way to Kingston the other day, accompanied by a number of Toronto wheelmen, a notable incident occurred. The party were met by a team driven by a farmer, who has reached a bad eminence in the eyes of bicyclists for "crowding" travellers on the wheel into the gutter whenever he meets them alone, seeming to take a malicious delight in giving them a choice between a collision with his heavy rig and a tumble in the gutter. The advance pair of bicyclists were a Torontonian and a Brooklynite, the latter rather diminutive in stature. The farmer so directed his horses as to compel the little man to ride dangerously near the edge of the road, and at length jump as the only means of avoiding a header. But as soon as he touched the ground the offended wheelman was up and after the farmer's rig, which he mounted, and, tackling the occupant, began "milling" him in scientific fashion. The other resisted, but other bicyclists were soon on hand to help, and the agriculturist was given a severe drubbing until he roared for mercy and vowed he would offend no more. The wheelmen gave him orders to halt his team until they got a mile down the road, which he tearfully promised to do, and they left him.

———:o:———

"The Welcher," writing in *Wheeling*, tells of a very pretty rover safety dismount, which is very popular in France: "As you are riding along put the brake on, throw the right leg in between the handles and the saddle, as though you were going to ride side-saddle, and step onto the ground with the right. This dismount looks very neat, is perfectly safe, and with a little practice can be done when a machine is going fairly fast.

In the war in the cycling journals on the "tough" in cycling another equally obnoxious genus has been overlooked. The "freshy" on the wheel is as obnoxious and more dangerous. He it is who, to show off, rides as close to you as possible, rides behind, slaps you on the back and gives you a bad fall. All these things are immensely entertaining to a "freshy," who always selects a time and place when the public is looking on. There is very little hope, too. A "tough" can be pounded into an intelligent condition, but no sledge-hammer ever made can hammer any sense into a "freshy."—*Post-Dispatch.*

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1.	One Mile, 3.40 class,	Open.
2.	Half Mile	Open.
3.	Two Mile Championship,	Club.
4.	Fancy Riding,	Professional.
5.	One Mile, Handicap,	Open.
6.	One Mile, Boys under 15,	Open.
7.	Three Mile, Handicap,	Open.
8.	Quarter Mile, Combination,	Club.
9.	Half Mile, Married Men,	Open.
10.	Five Mile,	Open.

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Exciting Races!!

Valuable Prizes!!!

Good opportunity for Canadian Wheelmen to visit our City.

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HOW TO JOIN

THE

C. W. A.

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Fill up the blank in the adjoining column and, together with

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send it to the Secretary of the Association,

HAL. B. DONLY,
SIMCOE, ONT.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

☞ WRITE VERY PLAINLY.

Application for Membership in the C.W.A.

MR. HAL. B. DONLY, Sec.-Treas., C.W.A.,
SIMCOE, ONT.

DEAR SIR,—

Enclosed you will find $1.00 for Membership in the CANADIAN WHEELMEN'S ASSOCIATION, to which I hereby apply for admission. I declare myself to be an Amateur within the meaning of the definition printed below. I refer to the undermentioned persons.

.....
(Signature)

Club..... Address.....
(If any)

Date.....

REFERENCES.

.....

If parties referred to are members of the C.W.A., two are required; if they are not, then there must be three.

FEES.—For Unattached Members, $1.00, which pays to the end of the Association year—June 30. For Members of clubs affiliated with the Association, 50 cents. Persons joining after April 1st in each year receive certificates good until the 30th June of the following year.

EXTRACT FROM BY-LAWS.

5 (*a*) An Amateur is a person who never competed in an open competition; (*b*) or for a stake; (*c*) or for public money; (*d*) or for gate money; (*e*) or under a false name; (*f*) or with a professional for a prize; (*g*) or with a professional when gate money is charged.

6 The Association draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally training or coaching any other person therein, either as a means of obtaining a livelihood or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by a professional in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The Association recognizes as athletic exercises all those sports under the jurisdiction of the Amateur Athletic Association of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating and snow-shoeing.

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Six - - - - - - First Prizes

—AND—

Five - - - - - - - Second "

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MESSRS. T. FANE & Co., Dear Sirs,— Toronto, May 3rd, 1887.

The 52 in. "New Rapid," I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is hansome in appearance and its construction is as near perfection as possible. I am well pleased with it. Yours faithfully,

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AROUND THE WORLD, - - THOMAS STEVENS

Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield, October 25th, 1886.

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PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

	MILES.	TIME.
WORLD'S RECORD	1-4	.36 2-5
WORLD'S RECORD	1-2	1.13 2-5
WORLD'S RECORD	3-4	1.50 1-5
WORLD'S RECORD	1	2.29 4-5
WORLD'S RECORD	2	5.11
WORLD'S RECORD	3	7.48 4-5
WORLD'S RECORD	4	10.41 2-5
WORLD'S RECORD	5	13 23 4-5
WORLD'S RECORD	6	16.12 3-5
WORLD'S RECORD	7	18.59
WORLD'S RECORD	8	21.41 2-5
WORLD'S RECORD	9	24.26 4-5
WORLD'S RECORD	10	27.07 1-5
WORLD'S RECORD	11	29 51 3-5
WORLD'S RECORD	12	32.35
WORLD'S RECORD	13	35.18 2-5
WORLD'S RECORD	14	38.01 2-0
WORLD'S RECORD	15	40.41 2-5
WORLD'S RECORD	16	43.26 4-5
WORLD'S RECORD	17	46.14 4-5
WORLD'S RECORD	18	48.58
WORLD'S RECORD	19	51.40 1-5
WORLD'S RECORD	20	54.25 2-5
WORLD'S RECORD	21	57.07 3-5
WORLD'S RECORD	22	59.46
WORLD'S RECORD	23	1.08.22 3-5
WORLD'S RECORD	24	1.11.28 4-5

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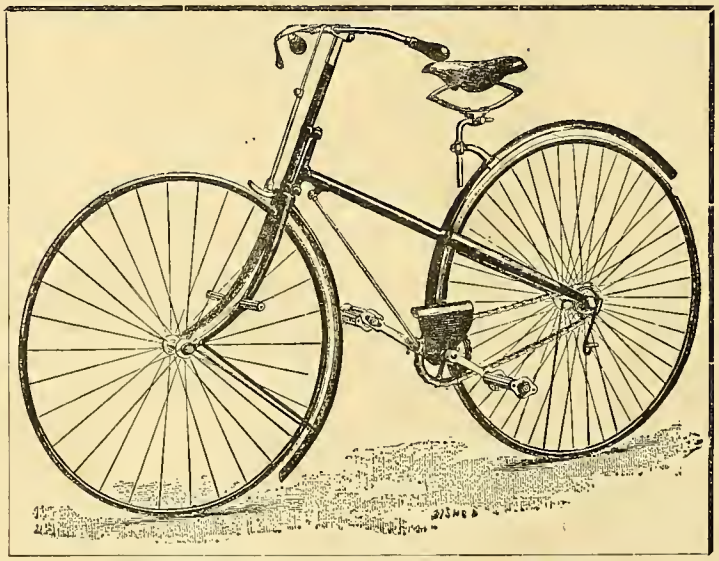

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The Canadian Wheelman

A JOURNAL OF CYCLING.

The Official Gazette of the Canadian Wheelmen's Association, and of the Cyclists' Touring Club in Canada.

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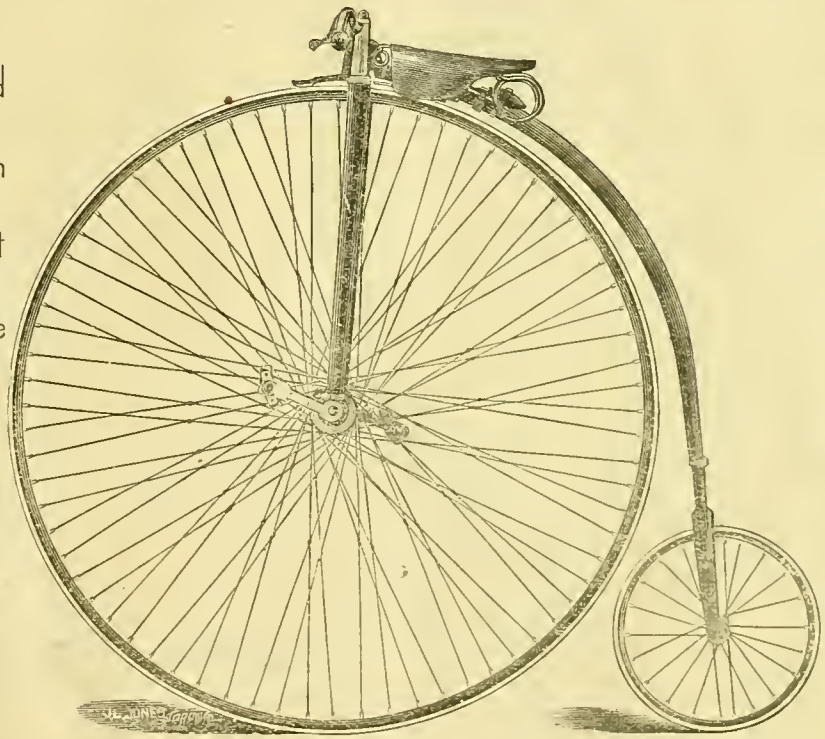

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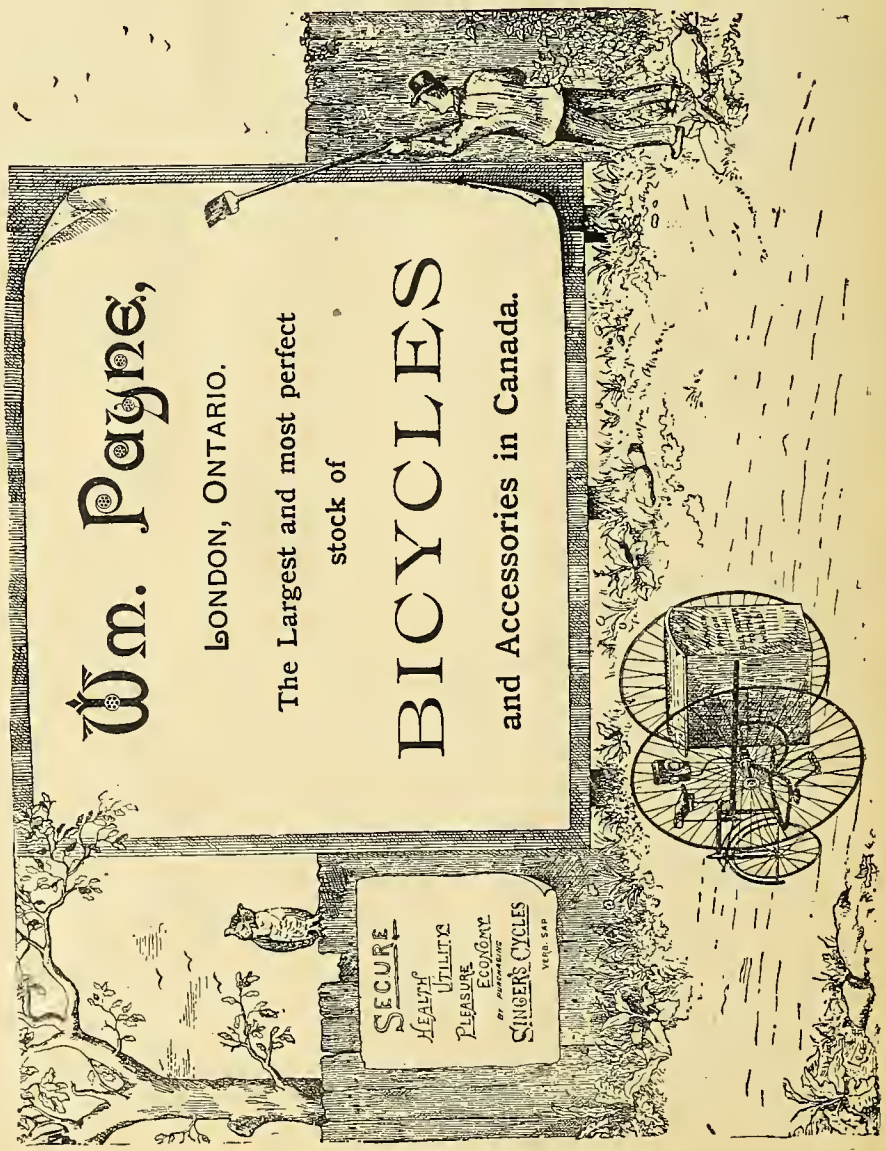

The Canadian Wheelman:

A JOURNAL OF CYCLING.

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Published by the Canadian Wheelmen's Association, at London, Canada, and Supplied to all Members of the Association.

Subscription Price to Non-Members..... $1.00 per annum.

All communications should be addressed to The Canadian Wheelman, London, Ont.

Advertisements and communications, to insure insertion, must be received by the 26th of each month.

LONDON, SEPTEMBER, 1887.

BOORISH BICYCLERS.

Wheelmen cannot be too careful in avoiding the giving of unnecessary offence to drivers of horses, and in taking all possible precautions to prevent accidents being caused by horses becoming frightened. On every occasion where the animal is seen to be suspicious of the machine, the rider should dismount. Otherwise, accidents will often happen, and wheelmen and their wheels will be looked upon with disfavor by many who ought to be their friends. The following remarks by the Stratford *Beacon* appear called for by the circumstances, but it is possible that the wheelmen may have a different version of the story:

"For running into a bicyclist on the St. Marys road, a Downie man was heavily fined. For not turning out to let them pass, a party of bicyclists near Hamilton gave a farmer a thrashing. The farmer was in the wrong, as he attempted to crowd the bicyclists over an embankment. He deserved what he got. But it appears that all the blame is not outside the bicyclists. On Sunday, a party of three young men were driving a spirited horse on the St. Marys road. A bicyclist from the direction of the stone town was approaching. The men were on the right side of the road. On seeing the bicycle the horse immediately took fright and commenced acting in a decidedly ugly way. Two of the young men got out and held the horse's head, but they were unable to control his hind feet. Seeing the trouble, the gentlemanly bicyclist kept right on, and the young men will have a bill of damages to settle for the buggy. Had the buggy contained a young man and his girl instead of three young men, two of whom were able to get out and hold the horse, some person might have been killed. A little of the medicine given by the Hamilton boys to the yokel might have been good for that bicyclist."

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THE RIGHT OF THE ROAD.

As wheelmen become more numerous in Canada the question of their right to the road, and of the treatment which they have a right to expect from the owners of other vehicles, crops up more often than it did in the days when a wheel was a curiosity. In England and in many of the States the status of the bicycle rider, in regard to his relation to other travellers upon the highways, has been definitely affirmed by the courts, and is no longer a debatable question. It has over and over again been decided that the bicycle is a vehicle, and as such is entitled to all the rights and privileges of other vehicles. It would appear, from the accounts of treatment received by many wheelmen, recorded in the newspapers, that it may yet fall to the lot of the C.W.A. to enter an action for the sake of placing on record a judicial decision as to the rights of its members upon the road. The following extract is from the Toronto *Globe* of a recent date:

"After the bicycle races on Monday a member of the Toronto Club, Mr. W. Robbins, while wheeling along the road near the grounds encountered a rig which he could not avoid in time, and was thrown from the bicycle, which was badly damaged by the horses' hoofs. Mr. Robbins was not much hurt. He claims that at the time he was on the right side of the road, and that he was crowded off by the driver of the rig, who is said to be one Rogers. What gives the case its importance is that the incident was witnessed by several bicyclists, who are very indignant at the treatment Mr. Robbins received, and declare that if he does not carry the case into the courts and push it through they will do their best to have the Canadian Wheelmen's Association take it up and make a test case of it, with a view to establishing the right of wheelmen on the road, which has never yet been defined by the courts. Bicyclists complain that they are crowded into the gutters and put in danger of life and limb through sheer "ugliness" on the part of some drivers, who seem to think that by this means they can frighten bicyclists off the road altogether."

———:o:———

LOAFING RACES.

Those who were disgusted at the loafing tactics of some of the racers in Brantford on July 1 will be interested in the following remarks on the subject of loafing, from the Indianapolis *Wheelmen's Record*:

"The question whether or not judges have power to disqualify a race on account of slow riding, has come into great prominence. The case of the St. Louis races seems to be attracting most attention. Any observer of racing affairs must have long ago noted the growing tendency towards hippodroming among amateurs. In point of non-genuine, cut-and-dried races, the amateurs have not far to go to catch up with the professionals. It must not be inferred that the racers of Detroit or St. Louis are any worse than others—the evil is widespread. Something must be done to break this up and make amateur races genuine contests. Loafing will be broken up just as soon as judges begin to disqualify for such offences. It has been urged that judges have no such authority under L.A.W. rules. True enough, there is no specific rule covering the case, but judges and referee are given absolute authority in all matters not covered by special rule, and we see no reason why that authority is not sufficient. We understand that the Detroit case has gone before the Racing Board on appeal. We certainly hope it has, because it ought to be definitely decided whether the officers of the course have authority to require genuine competitions, or whether the racers are to be permitted to throw amateur cycle racing into contempt whenever it pleases them to do so."

———:o:———

EDITORIAL NOTES.

Mr. H. E. Ducker has disposed of the *Wheelmen's Gazette* to the publishers of the *Wheelmen's Record*, of Indianapolis. They already present their readers with a bright little paper, and promise to greatly improve it after the amalgamation.

An Australian correspondent of an American paper bemoans the lack of a paper in the antipodes devoted to cycling. So far as we know, the Australians do not possess a national cycling organization, those wheelmen who desire the benefits of association having to affiliate with the organizations of the mother country. This absence of national spirit in cycling doubtless is one cause for the absence of cycling papers. Had Canada not an active national association, it is very doubtful if she would possess a journal devoted entirely to the interests of the sport.

———:o:———

RECORD SMASHING.

"The regularity with which cyclists, bi. and tri., cut records, is growing exasperatingly monotonous. I do not mind new records made in races, but am sick and tired of the fuss and parade made about the one and the other who set themselves to build up bests in carefully-laid trials against the clock. Heaven forefend that anything I do or say should lead to establishing more statistical tabulation or tabulated statistics than we have now; but seeing how the conditions under which race times and times made against the watch differ, I think that the former should stand by themselves and not be put into comparison with the other. A man in a race has to chance his weather and take his luck in getting the best of the path. Supposing that he is in a genuine contest, nearly every one else is interested in doing just what is calculated not to suit him, and anxiety to pull through is to be counted as an unfavorable factor. In the other way everything is smoothed out. Moreover, it very rarely happens with these record-cutting speculations that the chief performer goes as far as he is credited with covering, because he always has the berth on the edge of the turf, or whatever it is, and is inside the authorized allowance in measurement."—*Referee.*

———:o:———

ADVICE TO WHEELMEN.

Col. Pope thinks that the improvement of the roads is the one thing more than another that the League should strive to bring about. "Let the League hire a man whose sole duty it shall be to direct the attention of town and city authorities to the crying need for good roads. He must be well acquainted with the science of road building, must be a good talker, and must be fertile in resources for the bringing about of the objects he is aiming at. Let him show to the people what will come as the result of good roads, and he will have taken an important step in securing action on their part. Let him show to them that a good road to a town decreases the wear and tear on vehicles, makes the transportation of heavy loads a thing of easy accomplishment, and withal attracts trade that would avoid a place embargoed with bad roads. Such a man could do very much good. He would have to be paid well, and his expenses would be large; but the results would justify an increased assessment, or the manufacturers could be called upon to help pay the bills. In such a movement the League could look for the aid and co-operation of horse-owners, for they would be benefited no less than the wheelmen."

———:o:———

D. G. Jackson, A. J. Curson and W. A. Nelles, of the Bay City Bicycle Club, Cleveland, arrived in London the second week in August, having wheeled from Windsor *via* Wallacetown. The party numbered six when starting, but owing to rain and corresponding bad roads three of them returned home by train from Wallacetown. Harry and Ernest Rowlands, of the Forest City Bicycle Club, toured this month through northern Ontario, having left London *via* Goderich, and passed through Kincardine, Southampton and Owen Sound. They returned *via* Toronto and St. Catharines.

PARAGRAPHS PER PETE.

REV. DR. WILD'S OPINION OF CYCLING.

The Rev. Dr. Wild made the following remarks in the course of a recent sermon in Bond street Congregational Church. The reference is to the Wanderers' Club-house:

"On Wilton avenue, a little west of this church, is a bicycle club-house, and a neat one it is. I was coming by there last Friday night and saw a number of young gentlemen inside and out pleasantly passing the evening one with another. I was led to compare notes. I can remember when I was a boy that the amusements of young men chiefly consisted in that which was brutal and destructive, such as prize-fighting, dog-fighting, cock-fighting, and any other kind of fighting that was brutal. I am glad that these young men ride these bicycles, creating a new industry while serving themselves with pleasure, which is comely, and healthy, and dignified, too; they benefit society; their pleasure has engaged thousands of men and artisans to make and repair these machines; that is what our pleasures should always do. We never ought to enjoy ourselves at the destruction of good enterprises. Anything that is lawful, and that chimes in with man's physical and moral and spiritual interests, will always boom up trade somehow. You have an instance there."

It occurs to me that it would be a good idea to invite Dr. Wild to sermonize the Toronto wheelmen, the latter marching to church in a body. What do you think of it, "Chaplain" Orr?

THE LANTERN PARADE.

I failed to see the Chinese Lantern Parade of the Toronto Bicycle Club on a recent Saturday evening, but am told by several onlookers that it was one of the most unique and attractive processions they had ever seen; that the long column of moving fire, overshadowed by the deep green of the trees, made up a spectacle highly dramatic. It certainly served as an excellent advertisement for the races on the following Monday, which were attended by between two and three thousand people.

THE RACE MEET

Was an unqualified success. Not only were nearly all the events highly interesting contests, but the excellent management by which the programme was completed sharp on time pleased the immense audience, who were overheard bestowing many encomiums on the T.B.C. The number of entries were extraordinarily large, and the interest only ceased when the last race was run off.

HANDICAPPING.

Some of the events again proved the difficulty of properly adjusting handicaps, even by an experienced handicapper. In one or two of the races the scratch men were simply ruled out of all chance of victory by unduly heavy handicaps. It is a knotty question to solve, however, and I for one will not attempt it.

THE OLD RELIABLE.

H. B. Donly was again on hand as an officer. He has attended every bicycle meet in Toronto with but one exception, and of course makes an efficient judge or referee. I nominate him as our Professional Canadian Umpire, under salary. Who'll second the motion?

ODDS AND ENDS.

Mr. Carden, of the Torontos, is in England.

There will be some bicycle races at the Toronto Exhibition. The track is, as a rule, unsuitable for bicycling, so that fast time cannot be made.

Mr. Charles Robinson has our congratulations on becoming the father of a bouncing baby boy. That's where he gets ahead of PETE.

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It appears from the prints that the Ilderan Club "did Canada" on the train. A wheel trip by cars is something we never did like; you can make better time on a train, but such a run will not harden the muscle to any great extent. The road from Cobourg to Belleville is excellent, and much smoother and more enjoyable riding than any railway ride in Canada could possibly be. Too bad you missed all this road, but suppose the races at Round Island Park made up for the 75 miles not ridden. The Syracuse Club takes some pride to itself in stating that every step of the road was ridden — and one of the party had been riding the wheel but a single month.—*Bicycling World.*

A MARINE VELOCIPEDE.

It is claimed that Mr. Fred. F. Campau, of Detroit, has invented a marine velocipede that will make a mile in a minute and a half, or about forty miles an hour. The wheels are fourteen feet in diameter. Properly speaking, they are double wheels, two on each end of the shaft. Between each double wheel is a 20-inch space. This is to be boarded over, and the entire wheel covered with canvas, so as to make it water-tight. Paddles are to be placed on the outside of each wheel. The length of the shaft between the wheels is eleven feet. This shaft does not turn, the wheels revolving on "sleeves," and the motive power consists of cog-wheels, operated by a simple system of cranks and levers. The wheels are constructed of wood. Attached to the shaft, and projecting straight out thirty-one feet, are what look like the thills of a waggon, only they join at the ends. On these are to be placed a platform, on which passengers will be carried. Near the end of the thills will be placed the steering apparatus, which will consist of a small boat-shaped affair, worked by cords from the platform. It is calculated that a weight of about 1,000 lbs. will not submerge the wheels more than fifteen inches. The circumference of the wheels is forty-four feet, and operated by a lever they will make 100 revolutions in a minute, and will cover 4,400 feet in the same brief space of time. The machine Mr. Campau has now on hand is to carry from fifteen to twenty persons with ease and without danger. It suggests possibilities of formidable competition with passenger steamers. A public trial of the flyer is promised about two weeks hence. There is a bare possibility that a practical test will not absolutely sustain and justify all Mr. Campau's statements and expectations.

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THE SHALL HAVE MUSIC WHEREVER HE GOES.

A young west-end athlete, who possesses ingenuity as well as muscle, has made a hit by inventing a simple contrivance by which an orguinette can be played by the movement of a bicycle wheel. He tells me he first got the idea from a musical German friend and immediately commenced experimenting. He showed me the evidences of his success. The box or instrument made fast to the steering gear on the yoke or neck of the machine, and the crank is connected by a rod to the pedals of the wheel. Without any extra exertion whatever, he can now grind out music by the foot, yard or mile. As he rode away on his shining wheel, the notes of that gay, but awfully threadbare tune, "The Flowers that Bloom in the Spring," floated out behind him on the air. The ingenious bicyclist says his invention will do entirely away with the ear-splitting alarm whistle that warns man and beast of the approaching wheelman, as well as help beguile the cyclist's time when on a long journey.—*Philadelphia Times.*

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AN ENGLISH OPINION.

The most conservative of English papers, the *Cyclist*, says: "The N.C.U. has an opportunity of giving general satisfaction, and paying a compliment to America also, by sanctioning, as we hope they will, the proposed match between Illston, the English amateur champion, and Temple, the American professional trick-rider. The American rider, Temple, is so unlike our English idea of a professional, that it would be a hundred pities were the N.C.U. not to give permission, as they did in the Keen *vs.* Cortis match. Birmingham, as the *locus in quo*, is interested in the match, which we hope may be arranged. Cyclists are strong enough to risk A. A. A. displeasure."

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Isn't going to a place on wheels a round-about way of getting there?

CROSSING NIAGARA ON A BICYCLE.

On the afternoon of Saturday, August 13, Alphonse King of New York accomplished the feat of crossing the Niagara River, below the Falls, on a water bicycle. One trip was made from the American to the Canadian shore in 4 m. 30s., and, contrary to expectation, the rapids did not capsize the novel craft. The apparatus consisted of two long zinc cylinders for buoyancy, and the propelling power was a bicycle wheel with small paddles attached. When mounted on the machine the tubes sank so low in the water that King appeared to be riding a regular wheel across the gorge. He wore a high hat, a Prince Albert coat and rubber leggings, the latter being the only protection from the water. A boat-load of reporters, rowed by Tom Conroy, went along to rescue King in case he capsized. The current carried him diagonally in the direction of the Whirlpool Rapids, but he had sufficient control of the bicycle to succeed in the performance. Several thousand persons, including Prince Devanwongse and the other Siamese visitors, saw the feat Dr. John A. Lanigan, on behalf of Buffalo admirers, presented King with a costly gold medal.

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THE STREET CAR OUTDONE.

The Buffalo *Express* says: "Recent visitors to Cleveland speak in terms of the warmest praise of the new line of bicycle carriages recently established as a substitute for the historic 'bus on Euclid avenue. The vehicles are mounted on running gear whose springs absorb a larger proportion of the jar than any other form of public conveyance in common use. They are luxuriously upholstered, have double swelling sides, and the handsome exterior of a private carriage. They seat sixteen persons comfortably, and as no standing room is afforded overcrowding is impossible. Electric buttons at each seat, which ring a bell under the driver's feet, do away with the old-fashioned bell-rope. While these vehicles work well over any pavement, they are especially adapted to the smooth asphalt streets, upon which the motion of the wheels is scarcely felt, and the passengers enjoy a degree of comfort hitherto unobtainable on the basis of a five-cent fare. One of these carriages was brought to Buffalo a few weeks ago to run experimentally on Delaware avenue, but owing to a defect discovered in the running gear only two trips were made. Mr. Chas. G. Canfield, representing the Bicycle Carriage Introduction Company of Cleveland, is now in the city, and in the couse of a day or two the carriage will again be placed on the Delaware avenue route, to demonstrate to Buffalonians that the 'bus is hopelessly a back number in the line of public conveyances. Negotiations are pending for the formation of a new company to operate these bicycle carriages upon all the finer streets of the west side.

THE B——CLE MAN.

A messenger fleet,
As he came down the street,
Upset a young girl as he ran;
She jumped up from the dirt,
Saying, "Nobody's hurt,
He's only a bicycle man."

At the new hardware store,
A man stood in the door,
And the goods all around he did scan;
The clerks, small and great,
Said, "Oh, he can wait,
He's only a buy-sickle man."

On a sweltering day,
When the girls "melt away,"
They will work very hard—*with a fan*,
But they scream with delight
When he comes into sight,
The sweet, cherub-icicle man.

C. W. A. OFFICIAL ANNOUNCEMENTS.

The Canadian Wheelmen's Association,

ORGANIZED SEPTEMBER, 1882.

President—Mr. J. D. MILLER, Montreal, P.Q.
Vice-Pres.—Mr. W. P. WAY, Belleville, Ont.
Sec.-Treas.—Mr. HAL. B. DONLY, Simcoe, Ont.

Members desiring their addresses changed will please send both their old and new address to the Secretary, at Simcoe. All complaints in reference to the non-delivery of the paper should be sent to THE CANADIAN WHEELMAN, London, Ontario.

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APPLICATIONS FOR MEMBERSHIP.

Unattached, add 2 :
E 0738, E F Florant, Montreal, P.Q.
E 0763, John A Walker, Owen Sound, Ont.

Hanover Club, add 3 :
E 0739, R W Walden, Ayton, Ont.
E 0740, J D Booth, " "
E 0741, F A Walden " "

Simcoe Club, add 2 :
E 0745, C R Darling E 0757, Jos Emery

Dunnville Club, add 1 :
E 0765, W T Scott

Kingston Club, add 1 :
E 0766, Frank Ferris

:o:

APPOINTMENTS.

TORONTO DISTRICT, NO. 3.

The following are the appointments for this District for the current Association year.

CHAS. LANGLEY, *C.C.*

Place.	Consul.	Address.
Toronto.....	C H Riggs.....	Walker House*
"	W H Cox.....	"
Newmarket..	T C Watson...	Royal
Acton.....	Chas Gibbons..	....
Drayton.....	J W Powley...	Royal
Palmerston ...	A Knowles	Queen's
Aurora.....	J J Ross.....	Royal
Sutton	....	Mansion House
Markham....	....	Franklin House
Owen Sound..	D L Harrison..	Coulson House*
Whitby.....	Jos King	....
Oshawa.....	J P Lanchland..	Queen's*

—* Allows 25 % off regular rates.

NIAGARA DISTRICT, NO. 2.

The following are my appointments for the Association year up to date.

W. E. TISDALE, *C.C.*

Place.	Consul.	Hotel.
Simcoe	W S Perry.....	Battersby
Woodstock ..	S Woodroofe...	O'Neil
Berlin.....	Joseph Barber..	American
Brantford.....	W J Knowles..	Kerby
Norwich	W H Miller....	Brady
Waterloo	Chas E Fice...	Huethers
Paris	W W Patterson	Windsor
Tilsonburg....	R H C Wood	Matheson
Grimsby.. ..	W D Forbes...	....
Waterford	Will C Lundy..	Teeters
Linwood	J W Bundy....	Linwood
Hamilton ...	S G Dunn	Royal
St. Catharines.	A N Lindsay...	Grand Central
Niagara-on-the Lake.....	W Bailey.....	....
Niagara Falls.	J Robinson ..	Waverley / International / (Clifton)
Welland.....	H A Willet....	Fraser
Caledonia.....	E S Munroe....	....

OTTAWA DISTRICT, NO. 5.

The following are my appointments for District No. 5 for the current Association year.

F. M. S. JENKINS, *C.C.*

Place.	Consul.	Hotel.
Ottawa.....	Major Walsh...	....
Cornwall	H Turner.....	....
Brockville.....	J W Splan.....	....

:o:

Will Mr. Jno. D. Anderson, who paid his subscription to WHEELMAN, kindly send his address.

WHAT TWO TORONTO BICYCLE CLUB WHEELMEN DID.

A. F. Webster and C. F. Lavender, two members of the Toronto Bicycle Club, left Toronto on Saturday morning, August 27, for Kingston, a distance of 171 to 175 miles. Their total time was 21 hours and 40 minutes, out of which was taken four hours and a half for meals, etc., leaving the actual riding time 17 hours and 10 minutes. They were coached through the dark from Toronto to Newcastle by Mr. Howard Chandler, of the T.B.C., and from Napanee to Kingston by Mr. Smith, of the Napanee B.C. This constitutes the Canadian road record for all classes of machines and the American road record for safeties. It is also the longest straightaway run known in America. Mr. Lavender rode a rear-driving Comet, safety-geared to 57 inches, and Mr. Webster rode a 52-inch Invincible roadster. The time, as taken at different points along the route, was as follows : Toronto, 2 a m., eastern limits ; Highland Creek, 3.40; Rouge, 4; Pickering, 3.40; Whitby, 5.15; Oshawa, 5.45 ; Bowmanville, 6.55 ; Newcastle, arrive 7.35, depart 8.25 ; Port Hope, 10 ; Cobourg, 10.52 ; Colborne, arrive 12.45 p.m., depart 1.35 ; Brighton, 2.30 ; Trenton, 3.35 ; Belleville, 4.30 ; Napanee, arrive 6.55, depart 8.35 ; Kingston, 11.40.—*Globe.*

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THAT FIFTY MILE ROAD RACE.

August 22, Messrs. Riggs, Grenfell and Fane of the Wanderers' Bicycle Club, met Messrs. Cox, Ryrie and Lavender, of the Toronto Bicycle Club, at the latter's club-rooms, Wilton ave., to arrange the details of the fifty mile road race, to which the Torontos challenged the Wanderers a few weeks ago. It was decided that each club should enter ten riders, the course to be from the top of Norway Hill to Highland Creek and return, covering the course to the creek and back a second time. The date fixed is Saturday, Sept. 3, the start to be made at 1.30. The race will be for a $60 challenge trophy, to be competed for annually by these clubs. The teams will be selected at once. President Riggs, of the Wanderers, and President Ryrie, of the Torontos, will also give each club a handsome trophy.

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TRADE NOTE.

Messrs. Charles Robinson & Co., 22 Church street, Toronto, advertise in this issue of THE WHEELMAN a long list of second-hand machines, which they are offering at remarkably low prices, as they are clearing off their stock. This is an excellent opportunity to secure a wheel very cheaply, and we would advise our readers to pick up the bargains before it is too late. This enterprising firm report that they have had an exceptionally good season, and that their sales have far exceeded those of any previous year. This speaks well for the steady growth of bicycling.

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The Italian government has ordered no less than 520 velocipedes — whether bicycles or tricycles they do not say — for army purposes, the happy recipient of the order being Mr. A. Schad, of Munich.

AN AMENDMENT TO THE RACING RULES.

It will be remembered that at the Brantford race meet a most disgraceful piece of loafing was indulged in by two well-known riders in one of the most important races of the day. At the meeting of the Board of Officers held that evening the matter came up, and so thoroughly indignant were they, that they empowered the Racing Board to so amend their rules as to put in the hands of the Referee of any race meet a weapon formidable enough to have effect with any rider in the Dominion. The Racing Board have, by unanimous vote, added to clause 3 of the Track Rules the following paragraph :

"The Referee shall, acting with or on appeal from the majority of the Executive Board, suspend from the race, or the remainder of the race meeting then being held, or from any meet held under these rules, for such period as he may see fit, any competitor guilty of loafing or otherwise prejudicing the race ; and notice of such suspension shall be at once published by the Referee in the official organ, provided always that the party suspended, if it be for a longer period than the meeting in question, shall have the right to appeal to the Racing Board ; said appeal to be made in writing to the Chairman of the Racing Board, accompanied with a full statement of the appellant's claim and a fee of $1.00, which will be refunded if the appeal is allowed. The Chairman of the Racing Board shall at once place the appeal, accompanied with a statement from the Referee, in the hands of the Racing Board, and as soon as possible announce their decision to the appellant."

The result of this change can be at once appreciated. With a Referee who knows his business, and has a mind to exercise his powers, there should be no more loafing races in Canada. At the same time, it makes it more necessary than ever that promoters of race meetings should not put ornamental figure-heads up as referees, but place in that post only men thoroughly qualified and possessing an intimate knowledge of wheeling.

:o:

At the Toronto races, Dr. P. E. Doolittle, the pioneer rider in Ontario, entered the lists in the married men's race, and won first prize. "Perry's" old friends throughout the Province will be glad to know that he is "still in the ring," and evidently not badly disfigured.

Mr. W. E Tisdale, of Simcoe, Chief Consul of District No. 2, removes this week to Toronto to pursue his profession as lawyer. He has been a valuable officer for the Association, and his place will be hard to fill. As one of the editors of the Guide Book, Mr. Tisdale devoted no small amount of labor to the interests of the Association, and the results of his work have benefitted all our members. The President will at once appoint a successor to Mr. Tisdale.

:o:

WOODSIDE TAKES SOME RECORDS.

At Long Eaton, July 21st, Woodside managed to put the from six to ten mile English professional records as follows :

MILES.	M.	S.
6	*17	12
7	*20	0 2-5
8	*22	58
9	*25	47
10.....	*28	34 2-5

* Record for English professional.

SIXTH ANNUAL TOURNAMENT OF THE TORONTO BICYCLE CLUB.

Good weather, a large attendance, keenly-contested events and good management, combined to make the sixth annual tournament of the Toronto Bicycle Club, held on the Toronto Athletic Grounds, August 13, a most enjoyable day's sport. The officers of the day were: Referee, H. B. Donly; Judges, J. B. Boustead, Jas. Pearson, Lyman Dwight and Ewing Buchan; Timekeepers, W. K. McNaught, W. J. Eakins and H. Ryrie; Clerks of the Course, J. F. Lawson and T. H. Robinson; Scorers, Chas. Robinson and S. G. Curry; Starter and Handicapper, C. F. Lavender. Races Committee—C. Langley, Chairman; Wm. H. Cox, Secretary; W. H. West, Treasurer; A. F. Webster, H. Ryrie, C. F. Lavender, A. S. Bowers, H. P. Davies, R. G. McLean, W. Robins, J. F. Lawson, M. F. Johnston and W. H. Chandler.

The Washington representative, Mr. W. E. Crist, did not arrive. Mr. H. P. Davies, of the leading local wheelmen, having been ill for some time, and under medical treatment, was unable to compete. An audience of upwards of 2000 watched the tournament from the grand stand and grounds. A few minutes before three o'clock the bell announced the first event.

One mile, 3.40 class, open.—Seven started. The mile was finished with Conway first, Carman second, and A. T. Webster third. Time, 3m. 8 2-5s. In this race a protest was entered by J. King, Whitby, and J. P. Langland, Oshawa, against D. Nasmith, Toronto, on the ground that he had made better time than 3.40 at Brantford recently. The referee allowed the objection, and Nasmith was ruled out.

Half mile, open.—Four started. F. J. Brimer won a few feet ahead of W. S. Campbell, of Niagara Falls, N.Y.; F. Foster, third. Time, 1m. 25 4-5s.

Two mile championship, club.—Two started, M. F. Johnston and F. J. Brimer. Before reaching the goal, Johnston evidently thought he had no chance of winning, and slackened up. Time, 6m. 46 4 5s.

One mile handicap, open.—Seven started. W. S. Campbell, Niagara Falls, N.Y. (60 yards), won; Wm. M. Carman, Norwich (150 yards), second; D. Nasmith (90 yards), third. Time, 2m. 52 1-5s.

One mile, open, boys under 15 years.—Three started. Arthur Welch took first position, J. Greenfield second, Peter Coady third. Time, 3m. 45s.

Three mile handicap, open.—Eight started. T. Fane (240 yards) and W. S. Campbell, Niagara Falls, N.Y. (180 yards), fought hard on the last two laps for first place. Fane got ahead a short distance, and held that position till the close, Campbell following very near, and D. Nasmith (270 yards) third. Time, 9m. 5 2-5s. The time of F. Foster (scratch) was 9m. 30 1-5s.

Quarter mile (combination) club.—Seven started. At the start R. T. Blackford fell and threw the saddle off his wheel. He did not know that it was gone, however, till the time came to mount, about half way round the course, when the bench obstructions were reached at the beginning of the home stretch, W. H. Cox had a good lead. Running behind his wheel seemed hard labor for him, and A. F. Webster steadily gained on him, but on reaching the goal he had still a shave to spare. W. H. West third. Time, 1m. 38s.

Half mile (married men), open.—Three started. During the first round the order was, A. F. Webster, Dr. Doolittle and C. Langley. The latter then took first place, but he was overtaken by Doolittle, who won easily; Webster second, and Langley third. Time, 1m. 36 2-5s.

Five mile race, open.—Four started. At the beginning of the twentieth round M. F. Johnston had first position. F. Foster had been saving himself for the finishing turn, and now doubled over his wheel. He at once shot to the front and was given a ringing cheer. This position he kept to the close, D. Nasmith second and Johnston third, Fane dropping out on the home stretch. Time, 18m. 4 1-5s.

An extra event was added to the programme. Mr. Neil Campbell, of Niagara Falls, N.Y., ran a half mile against time, covering the distance in 2m. 12 4-5s.

An interesting event was a fancy riding exhibition given by Mr. Neil Campbell. He went through a series of difficult movements in a graceful manner, receiving hearty plaudits. The exercises were very much admired.

The presentation of the prizes by Mr. Referee H. B. Donly brought the tournament to a close.

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THE CLEVELAND RACES.

The races of the Cleveland Club opened on August 11, with a great audience. W. A. Rowe, of Lynn, Mass., the world's champion, attempted to break his record of 2.29 4-5, but failed. His time was 2 30¼, which is the fastest mile ever made in America on a quarter mile track.

One-half mile, bicycle, 1.30 class.—A. M. Cushing, Cleveland, first; M. F. Johnston, Toronto, second. Time, 1.22¼.

One mile professional, bicycle, handicap.—R. A. Neilson, Boston, 1st; H G. Crocker, Boston, 2nd; W. A. Rowe, Lynn, 3rd; C. W. Ashinger, Eaton, 4th; Percy Stone, St. Louis, 5th. Time, 2.38 4-5.

One-quarter mile bicycle, open.—W. C. Crist, Washington, 1st; Fred. Foster, Toronto, 2nd. Time, 38¾s.

One mile bicycle handicap.—Fred. Foster, Toronto, 1st; W. I. Wilhelm, Reading, Pa., 2nd. Time, 2 40.

Russell Finch, of Brantford, Canada, took a header in one of the races, but was not badly injured.

On the second day all the events were sharply contested except the one mile tricycle L. A. W. championship. Both Crist and Rich loafed for three laps and then spurted it out for the last quarter, Rich winning after a great race.

The Canadians made a good showing, taking one first and two second prizes. In the half mile bicycle race, open, there were three starters—Fred. Foster, of Toronto; Wilhelm, the crack Star rider, of Reading, Pa.; and W. E. Crist, of Washington. Foster jumped to the front at the pistol-fire and was never headed, though Crist and Wilhelm were at his heels all the way around and pushed him hard. Wilhelm beat out Crist by a length. Foster also started in the two mile lap race, and held the lead for half a mile, when Rich headed him, and the Canadian quit after riding one more lap. In the one mile bicycle race, 3.20 class, Johnston, of Toronto, was a fighting second in the creditable time of 2.53. Johnston also rode well in the half mile handicap, and was only beaten at the tape by Crist, the scratch man.

On the third day the following races were held:

One mile bicycle, 3.10 class.—A. M. Cushing, Cleveland, 1st; M. F. Johnston, Toronto, 2nd. Time, 2.58¾.

Two mile bicycle, handicap.—C. E. Vaupel, Cleveland, 1st; Russell Fitch, Brantford, Ont., 2nd. Time, 5.45½.

One-half mile bicycle, open.—Fred. Foster, Toronto, 1st; W. I. Wilhelm, Reading, Pa., 2nd. Time, 1.24½.

One mile bicycle, three-minute class.—A. M. Cushing, Cleveland, 1st; M. F. Johnston, Toronto, 2nd. Time, 3.09¾.

One-fourth mile bicycle, handicap.—M. F. Johnston, Toronto, 30 yards, 1st; A. M. Cushing, Cleveland, 20 yards, 2nd. Time, 40s.

One mile bicycle, L. A. W. championship.—A. B. Rich, New York, 1st; W. E. Crist, Washington, 2nd; W. S. Campbell, Niagara Falls, N.Y., 3rd; C. A. Stenker, Jersey City, 4th. Time, 2.47 1-5.

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The *Bicycling World* says there is nothing like world-wide fame because it received a letter from Europe addressed the *Bicycling World*, 12 Pearl street, U.S.A. Why, this is not a circumstance to the envelope the Ixions have in their scrapbook, directed "The Ixion Bicicle Club, U.S.A., per steamer Oregon."—*American Athlete.*

Poetry.

THE WHEEL.

I sat on my wheel at twilight,
As the clocks were striking the hour,
And the moon rose o'er the city
Behind the dark church tower.

I saw her bright reflection
In the flitting spokes below,
Like fairy shuttles weaving
Their jewels to and fro.

And, far in the hazy distance
Of that lovely night in June,
The blaze of the flaming furnace
Gleamed redder than the moon.

Along the dewy greensward
The wavering shadows lay,
And the current of air from my motion
Seemed to lift and bear me away,

As whirling silently onward,
Here, under the shade of a wood,
There, glinting into the moonlight,
The cycle its path pursued.

And like that circle rolling
Along the highway-side,
A train of thoughts came o'er me
That brought a sad, sweet pride.

How often! oh, how often,
In the days that had gone by,
I had walked to my home in the twilight
And gazed on that earth and sky!

How often! oh, how often,
I had wished that the time might come
When a graceful wheel would support me,
And carry me to my home!

For my feet were hot and weary,
And my life was full of care,
And the burden laid upon me
Seemed greater than I could bear:

But now it has fallen from me;
I have left it far behind,
And only the toil of my fellows
Casts its gloom upon my mind.

Yet, whenever I pass a brother
Faring homeward his weary way,
Like a nightmare gladly forgotten,
Comes the thought of that long-gone day:

And I think how many thousands
Of toil-exhausted men,
Each longing to reach his cottage,
Have plodded along since then.

I see the long procession
Still passing to and fro,
The young step, quick and restless,
The old, subdued and slow,

And truly, oh, how truly!
As long as men toil for bread,
As long as the frame grows weary,
And throbs the aching head,

The wheel, with its shimmering surface
And its graceful form, shall be
As the symbol of rest for the body
And a balm for the brain to me.

—*Wheelmen's Gazette.*

He was a wheelman, and called at a farmhouse for a glass of water, but the farmer's pretty daughter offered him a glass of milk instead. "Won't you have another glass?" she asked, as he drained the tumbler. "You are very good," he said, "but I'm afraid I shall rob you." "Oh, no. We have so much more than the family can use that we are giving it to the calves all the time."

Wheel Tracks.

Thomas Stevens is to deliver a course of thirty lectures in Great Britain.

Woodside has been unable to win a single race from Howell while abroad.

The English press, as a rule, do not take kindly to Karl Kron's book.

"Arcadia," Harry Etherington's London exhibition, is said to be an enormous success.

There have been over fifty tandems sold in New York city since Governor Hill signed the bicycle bill.

Furnivall, the English racer, met with an accident while coasting, in which his arm was bruised and face cut.

Major Knox Holmes, who recently won the London ten mile tricycle road race in 49.50, is over 80 years of age.

H. W. Gaskell will leave America permanently, having severed connection with the Pope Manufacturing Company.

Burley B. Ayers contemplates a trip to California. He will take his wheel along and sample some of the roads.

In the bicycle races at Halifax, England, on August 7, Temple, of Chicago, won the one mile handicap in 3.16 1-5.

Hendee will, no doubt, appear on the path once more, and the Springfield Roadster people are busy building him a racing machine.

Grimsby Park is a favorite resort of wheelmen this summer, the excellent stretch of road from Hamilton to that point being an inducement.

In consequence of the terrible drouth in England, that best of all known roads, the Ripley, is described as being no better than a sea beach.

L. D. Munger, formerly of Detroit, has been added to the Gormully & Jeffery Racing Team, Prince and Whittaker being the other members, with T. W. Eck, manager.

F. J. Osmond recently made an effort to get inside the English amateur record for five miles. He missed beating Hillier's time, which is the best, by only 2-5 of a second.

Five watches were held on Temple on the occasion of his making the world's record of 33 1-2 seconds for the quarter mile, to make sure the two slowest times were taken.

There are about two thousand cyclers in Washington. A few years ago, Belva Lockwood was the only woman rider in the city, now about five hundred are mounted on tricycles and tandems.

"The Boston bicyclist never takes a header," says the *Transcript*. But if asked if he ever was "projected from the periphery of his circular steed" a gleam of intelligence overspreads his face.

The bicycle has this prime advantage over the horse, that it is not owned and operated by a separate intelligence. The machine is under the rider's perfect control. He may ride fast or slow, easily or with effort.

On the grounds of the Athletic Club, Indianapolis, August 7, Prince Wells, the wheelman, lowered the record of ten miles on the unicycle from one hour to 59 minutes and 45 seconds. The ten miles were made without a dismount.

The eight mile road race of the Montreal Bicycle Club was held on July 23, and was won by E. W. Barlow in 31m. 30s., he having a start of 4m. 30s. E. P. Baird (scratch) was 2nd, in 27m. 1s.; C. O. Palmer (5m. start) 3rd, in 32m. 2s.

A pointer for the cloth: "An Episcopal clergyman, it would seem, has rather an advantage over nearly all other clergymen, as he can ride in his knickerbockers on Sunday, and when he gets in the pulpit hide his frivolous legs behind his surplice."

A tour race is being worked up among the manufacturers of wheels, to start from Boston and end in Chicago. Each manufacturer will enter a team of three, riding their make of wheel. The Columbia, Victor, Champion and Star will be represented.

On Saturday morning, Aug. 13, Messrs. Shaw and Crichton, members of the Wanderers' Bicycle Club, left Toronto on wheels for Kingston. While going down a hill near Trenton, Shaw struck a stone and took a header. He fell heavily and arose with his lip split and some teeth gone.

Forty or fifty members of the Toronto Bicycle Club turned out on Saturday, August 13, with their wheels decorated with all sorts of designs in Chinese lanterns. The night being dark, the effect was very beautiful. On some parts of the route the number of people who had collected was very large.

A railroad company out west recently discharged a baggageman because it was proven that he was rough and uncivil to a cyclist who wished to transport his bicycle. This ought to be a lesson to the festive baggage-masters, that because a man rides a bicycle he is not outside the pale of civilization.

A Newark inventor is perfecting a new elastic bicycle tire which promises great results, and which he believes will displace the rubber bands now in use. It can be applied to any wheel but with little labor, and will outlast two or three of the bands. He says that it will not creep under pressure, and will require no cement.

C. G. Mechem and E. C. Adams, of Battle Creek, Mich., are making a tour to Boston and return — Mechem mounted on a 55-inch Light Champion and Adams on a 56-inch Rudge Light Roadster. They go by way of Detroit through Canada, returning by way of Cleveland, after passing through southern New York State.

At Indianapolis, Aug. 6, Prince Wells lowered the unicycle track record for ten miles to 59m. 45s. The ten mile was made without a dismount, and was made on the grounds of the Athletic Club. This same rider now holds the ten mile track and ten mile road record for the unicycle. His road record is that made at New Orleans in 1h. 25m.

The New York Division are up and doing. They are determined to follow up their victory on the Liberty Bill, and are now laying pipes toward introducing a bill into the State Legislature providing for the construction and maintenance of better highways. An effort will be made to induce owners of horses and carriages to join forces with the cyclists.

Rowe says to the Lynn *Bee:* "I am riding this year to please myself, for the last two years I have ridden to please the dear public." The *Bee* spitefully retorts: "If Rowe doesn't come any nearer pleasing himself this year than he has to pleasing the public for the past two years, he will not retire at the close of the season round-shouldered from bearing up a load of satisfaction."

Rather a novel method of attracting to sports meetings was adopted at the Inter-Colonial Carnival in Sydney. This was the using of a card of admission, on the back of which was a couple of photos of Con Dwyer and Bennett respectively. Thus, those who bought admission tickets secured photos of the leading riders as well. Consequently, many purchased them who were not certain of being present.

While the path-racing interest seems to have passed away in America, a very different state of affairs seems to obtain in England. Records are going by the board, and the papers are full of accounts of important race meetings. An important factor in this sustained interest in England is, no doubt, the presence of the American team. They seem to be a drawing card, and wherever they appear big gates seem to be assured. The phenomenal and harlequin-like jump into popular favor of the young American, Temple, has done much to give backbone to the Yankees' success. Woodside's entire failure to do anything in open competition would have proved fatal to the team's drawing powers, and had it not been for Temple's development, we fear the team's English tour would have proved a dismal failure.—*Bicycling World.*

Nellis, the trans-continental rider, is in hard luck according to a postal received by the Pope Mfg. Co. "Out of 47 miles from Bishop to Elko, I actually rode 11 to-day, covering the distance in 11 hours, the hardest day's work I ever did. This state can have my gizzard if it keeps on like this. I am thankful that I am only 560 miles from 'Frisco.—Yours, NELLIS."

R. J. Mecredy, of the *Irish Cyclist*, opines that the one mile bicycle time will this season be brought down to 2.26, and the tricycle time to 2.35, also that the real difference, were all things equal, between the two machines for a mile would not be more than 3s., and also thinks that on a straightaway course, with a strong wind behind, the tricycle would probably beat the bicycle.

Fie! Gentlemen, this sounds bad; the idea of the leading exponents of cycling riding in a barouche in a cycle parade! "The parade began at 10 o'clock, headed by the Fitchburg Military Band with six horses. The Martha's Vineyard Club committee, Major Boggs, D.S., J. V. Mott and W. A. Young, occupied a carriage, and with them rode Colonel Pope and Abbott Bassett."

Bicycle racing for money prizes is a dead card in Omaha. It has been murdered by the shameless cupidity of the men who profited by it. From an Eldorado for the peripatetic pedal-pusher they have transformed the city into a mass of 200,000 cold shoulders, the coldest of which are possessed by gentlemen who admire cycling for its health-giving qualities and the innocent pleasure it bestows. The professional wheelman has had his day in Omaha.—*Chronicle.*

This is how a Scotch paper puts it: "All cyclists are big drinkers, not necessarily *boozers*, but drinkers. A man when out driving drinks a lot, because he generally keeps his mouth open, and every few miles he has to take a refresher, in order to take the dust out of his throat. For the benefit of those fellows who feel a dryness within them the next time they are out on wheels, I may say that a raw egg beaten up in a glass of lemonade makes an excellent drink. I have tried it, and can vouch for its thirst-cooling properties. There's nothing like it for a warm day."

One of the joys of cycling in California is comprised in the fact that occasionally cyclists have to "take to the woods" in case they meet with a drove of cattle. A case in instance is mentioned by the San Francisco *Chronicle:* "As a party were gaily riding down the long grade into Smith's Creek a large band of cattle was met. There was no disputing the right of way. The wheelmen simply took to the bushes and tried to attract as little attention as possible from the passing steers. The road was narrow, with the steep bluffs on one side and the canyon on the other. A stampede of the cattle would have been disastrous to all concerned."

On Saturday morning, Aug. 6, at the Indianapolis Athletic Park, Prince Wells, the celebrated fancy rider, succeeded in lowering his own ten mile unicycle record. It will be remembered that last spring Mr. Wells made a wonderful ride in New Orleans, covering at that time the ten miles in one hour and twenty-three minutes, making only four dismounts. He determined on the present occasion to put the ten mile record where it would not soon be touched, and to ride, if possible, the entire distance without dismounting. He began with a slow pace and gradually worked up to the third mile, which was made in the shortest time. The first mile was made in 6m. 21s., which was the slowest mile of the ten. Thereafter the time by miles was as follows: 5.56, 5.48, 5.49, 5.59, 5.51, 5.57, 5.59, 6.08, 5.57, making the total for the entire distance 15 seconds under the hour.

The Detroit Club will hold races on Sept. 30 and Oct. 1.

Morgan and Ace have signed articles to ride a match for the championship of Wales.

Some practical joker whitewashed the tricycle of an English racing man the night before he was to go on the track with it.

St. Catharines wants the Canadian Wheelmen's meet next year, and they will probably build a suitable track for the purpose.

Some boys sprinkled shot on the floor of a bicycle school in Kingston and the riders tumbled to it.—*Philadelphia Call.*

During the races held at the California meet, George Adams made a mile in 2.55 1-5, the fastest time ever made on the Pacific coast.

While Mr. Wm. Payne, bicycle dealer, London South, was working a piece of red-hot iron lately, a chip flew from the metal and penetrated his eye.

In a one mile bicycle race at Jarrow, Aug. 20, Temple beat Wood by one length. In a twenty mile race, Woodside beat Battensby by 20 lengths.

In spite of his determination not to race again, George Hendee has gone into training once more, and expects to have a crack at his old rival before the season is over.

The pen used by Governor Hill in signing the Liberty bill is in the possession of the Brooklyn Bicycle Club, and will be kept by them as a precious memento.

Warning to local wheelmen — Don't let the Canadian boys run away with all the open events again in the coming races. Once is enough.—*Detroit Free Press.*

Messrs. R. W. Wright, of the Cleveland *Plaindealer*, and H. E. Chubb, of Cleveland, who were making a tour of Ontario on their bicycles, were entertained by the Forest City Club at their rooms.

Rowe can now not only claim the best mile recod on *any* track, but he can claim the fastest mile on record (2.30 1-4) ever made on a four-lap track. It is needless to say that the Columbia people are still happy.

Evidently the American team will not visit France and Germany this season, as Duncan says gates are very hard to get in those two countries. Morgan, therefore, announces his intention of abandoning the Continental trip.

Bert Brown, of the Wanderers' Bicycle Club, recently wheeled from Toronto to Detroit and back, in company with J. D. Lamont, of Chatham, one of the leading riders of the west. The trip was an enjoyable one, notwithstanding the extreme heat.

The *Pall Mall Gazette* says about Karl Kron's book that "it is a masterpiece of egotism." Respecting Thomas Stevens, the same journal says: "What has been written about him, however, is far more interesting than what he has written about himself."

Morgan says that England takes the cake on amateurs, but that America has a finer lot of professionals than the old sod. In support of this claim he names Rowe, Hendee, Woodside, Neilson, Temple, Rhodes, Ives, Whittaker, Cola Stone, Prince, Schock and Crocker.

Morgan says there are no good amateurs in America now, they have all gone over to the professional ranks. "We have no amateurs," says the same authority, "who can cope with such men as Illston, Furnivall, Gatehouse, Osmond, Syner, Ball, Wareham, Mills, and the two Mgyes."

This is the way the members of the American team rate the English tracks, in the order named: Long Eaton, Brighton, Crystal Palace, Aston Lower Grounds, Belgrave-road Grounds, and the Coventry path. The grass path at Norwich is reported by them to be equal to many of the best cinder paths.

The members at large of both the Pennsylvania and New York divisions are kicking at the sum expended to transport board members to the St. Louis meet.

A leading publishing house in Leipsig, Germany, has purchased the right to translate Tom Stevens' book, "Around the Work on a Bicycle." They are now engaged in preparing it for publication in Germany and Austria.

J. Elmer Pratt, of Flint, Mich., has just returned from an eastern tour, having covered 2,315 miles in two months and sixteen days. He went through Canada, New York, Pennsylvania and Ohio. The entire cost of the trip was but $93.15, $15.81 of which was spent for railroad and bout fare.

Sanford Lawton, of Springfield, has been elected secretary and treasurer of the Massachusetts Division, League of American Wheelmen. The reports read at a meeting held last week showed that the organization was composed of 1,219 members, and that there was nine hundred dollars in the treasury.

We much doubt whether Thomas Stevens's lecturing tour in this country will be a success. As a conversationalist he is distinctly poor, and his platform experiences in the States were not, we understand, particularly profitable. However, everyone would like to see the man who performed so magnificent a feat.—*Bicycling News.*

Monday afternoon, Aug. 29, Capt. Geo. H. Orr and Mr. R. S. Peniston, of the Wanderers' Bicycle Club, of Toronto, started out for a run down the Kingston road. Between five and six o'clock, and while near the Halfway House, on their way back, Mr. Peniston's wheel struck a stone. He took a "header," which resulted most disastrously for him. His right arm was not only broken, but it was terribly cut and torn from the hand to the elbow.

Among the many curious propositions submitted to the Pope Manufacturing Company, was one the other day, which, for startling originality, carried off the palm. It was an offer to exchange for one of their bicycles a grave lot, "conveniently handy." This was filed for reference next to that of an offer expressing a great desire to become the happy possessor of a bicycle through the results of moonlight labor, in the shape of a barrel of whiskey.—*Boston Globe.*

A novel bicycle whistle has lately been patented, and does not require any lung pressure. The whistle is about four inches long, and fastened to the upright part of the brake lever. The lower portion is brought in contact with the tire between the brake spoon and head of the machine by a small wheel, to which is attached a piston. The whistle can be sounded at will by pressing a small lever traveling along the left handle bar. The principle is similar to the old-time automatic tire-bell.

The New York State Division treasury is very low, and Consul Bidwell has deemed it necessary to call upon the members for a voluntary subscription. The Division has had good management, but there are times when many a large organization gets a little beyond its depth. The cause of this slight embarrassment is due to the heavy expenses of the Division for the past year, principally in fighting the Park Board and gratuitously distributing Road-Book for the benefit of its members.

Mr. W. G. F. Webster, of 25 Tontine street, Folkestone, recently had a Clipper tricycle stolen from him by a man who hired it. The man was captured, and the case came on for trial at Maidstone, when the judge ruled that the hirer who had taken the machine had not been guilty of felony, because he had not sold it or parted with it, and on this ground he was acquitted! The man hired the machine for two hours, and kept it for seven months, being then discovered. According to the view of the law taken at Maidstone, Mr. Webster's only remedy is to proceed in the County Court for seven months' hire! This may be law, but it is hardly equity.—*Cyclist.*

A member of the League writes to the *Bulletin* as follows: "I want to give you an idea of what the League is worth to me. My business takes me upon the road a great deal, and I have to live in hotels a good portion of the year. I try to select a League hotel every time, and I find by looking at my cash-book that my League ticket has saved me $73 the past year. This includes a discount obtained at the hotel where I spent my vacation. Can any one beat that for a record?" We trust our non-League subscribers will take this to heart.

Henry Chubb, R. W. Wright and A. R. Scott, of Cleveland, were to have taken a two weeks' Canadian trip, beginning August 15. The route was to be to Buffalo, then through Niagara to Hamilton, boating to Toronto on account of bad roads; by wheel 150 miles north to Gravenhurst, then west to Owen Sound, then south to Detroit and boat to home, making 800 miles by wheel and 400 by boat. These parties are Ohio members of the Canadian Wheelmen's Association, as are Brinsmade and Shannon. The Star Club certainly appreciates the good fellowship of the Canadian wheelmen and the excellence of Canadian roads. This will make the fourth touring party there in the last three summers.—*Wheelmen's Record.*

Prof. James Ricalton, *Outing's* correspondent, has returned from his trip to the battle-field of Waterloo, Algeria, Malta and Rome. The Professor was delighted with his trip, and was in the pink of condition upon his arrival at East Orange. He covered 12,000 miles since 18th June, and brought back 150 photographs taken in various places, the most prominent of the collection being those of the Moors, whom the Professor says are very averse to having their beautiful faces reproduced, and as a consequence, in a number of the views the eyes are all that can be seen through the covering of rags with which they tried to hide. The total expenses for the trip were inside of $200. The professor's sole companion on his journey was a 32-calibre revolver.

The bicycle tournament at the Roseville track, Newark, N.J., Aug. 20, was witnessed by 20,000 people, and among the entries were well-known amateurs and professionals from all parts of the country. The races resulted as follows: Half mile—Crist, Washington, 1st; time, 1m. 18 2-5s.; Stenkers, Jersey City, 2nd. Two mile handicap—Crist (scratch), 1st; time, 5m. 42s.; Schwarz, of Reading, 2nd. One mile professional handicap—Whittaker, of Chicago (scratch), 1st; time, 2m. 41 4-5s.; Knapp, of Denver (50 yards), 2nd. One mile, tandem—Crist and Hall easily beat Dayton and French; time, 3m. 17 1-5s. One mile lap—Crist, 1st; time, 1m. 1 3-5s.; Hall, 2nd. Two mile professional handicap—Whittaker (scratch), 1st; time, 5m. 56 3-5s.; Knapp (100 yards), 2nd.

Through the columns of the *Cyclist* we are informed that "a strange story comes from Melbourne, in which Frederick Wood, the champion bicyclist, figures most unfortunately. Wood was staying at a hotel at Melbourne, where temporarily also resided a young married lady, whose husband had been compelled to leave her on business for a short time. During the husband's absence, it is alleged that Wood formed an intimacy with the lady, who furnished him with funds and jewelry. On the husband's return there was a "row," which ended in Wood being given in charge for stealing a purse and 15s., the property of the husband. In default of being able to find bail, Wood was placed in prison to await his trial. Divorce proceedings have, it is said, been commenced by the husband."

Referring to the recent assault on the Ripley road, in which Mr. Curnick was made to shell out a fine and costs for attempting to run down a tandem, an English paper makes the following savage attack on cyclists. The writer also wilfully and maliciously mistakes the facts of the case: "Somehow we don't like cycling. It irresistibly associates itself in our mind with lumpy knees, splay feet, shoddy uniforms, and a general

Continued on page 186.

SIXTEEN REASONS WHY

The American Champion

Is the Most Desirable Wheel in the Market.

1. Bearings are the easiest running of any in the world.
2. Adjustment of bearing the simplest and best.
3. Adjustment of cranks the most rigid, no taps to loose.
4. Rims constructed to withstand the greatest amount of strain with no danger of buckling.
5. Head the strongest and most durable, has 3½ inch bearing surface for neck (other wheels have ¼ to an inch only).
6. The handsomest and strongest detachable one-piece handle bar.
7. The best break spring and lever.
8. The most comfortable and elegant saddle.
9. Absolute dust proof rear wheel bearings.
10. Largest section backbone.
11. Has more good patented novelties than all other wheels.
12. Comes at a reasonable price.
13. Is constructed on scientific principles.
14. The most elegant wheel that can be produced.
15. Is honestly made of the best steel.
16. We invite comparison, piece by piece or as a whole, with any machine in the world.

—MANUFACTURED BY—

Gormully & Jeffery Manufacturing Compy.

CHICAGO, ILLINOIS.

Largest Manufacturers in America. Catalogue mailed on application.

odor of counter-jumperism out for a Sunday. Nor are the ways of those who cycle dear to us. We abominate their 'ting-ting' as they try to startle foot-passengers in our sweet country lanes, or think it fine to dash past frightened old women in our suburban streets at a pace which, if the wheels had a horse in front, would be described on the charge-sheet as furious driving. Wherefore it is harder for us to understand the recent heavy fine imposed on *Mr. Curnick, a good all-round sportsman* by the way, who, being driven by a lady, *whose carriage was molested* by cads on castors, climbed solemnly down, and in default of finding one man who would stand up to him, *administered a well-deserved collective hiding to the crowd.* Good old Curnick !"

J. C. Simpson, editor of the *Breeder and Sportsman*, states that "there is little trouble in overcoming the dread that some horses have at the sight of a bicycle if the right course is pursued, especially if seen some distance before it is met. As soon as the horse is aware of its approach, drive slowly—a walk is preferable—and if there is an inclination to stop, do so. Speak soothingly to the animal. Keep a tight hold of the reins to prevent a sudden wheel. We have yet to meet a rider who did not slow, and, as a general thing, offer to dismount. In a majority of cases this will not be necessary, and when the animal recognizes that it is merely a man on a wheel, the fear is overcome. There must be no severe punishment ; and at the furtherest, a touch of the whip to straighten it up and words of encouragement will effect the purpose. One of the most nervous colts we ever drove, after two trials, cared no more for a bicycle than a buggy."

"Verax" (what a strange attraction this *nom de plume* has for unreliable writers!), the correspondent of an American paper, thus delivers himself concerning Manager Morgan, at present visiting this country—a man who has raised American cycling and cyclists in the opinion of Englishmen far more than "Verax," "Karl Kron," or anyone of equal prominence can ever hope to :—"I see that Senator (Windbag) Morgan has sued, or intends suing, the *Wheelmen's Record* for libel. May the defendants administer a rousing good licking. Morgan is the most egotistical man that ever tackled a pen, that is, in my opinion. He is the only ink-slinger that I know who has the nerve to string out column after column about himself. I don't like it. Do you ?" We refuse to accept the above as truth, and we are willing to back "Karl Kron" on the long-winded and egotistical stakes, however much he is handicapped.—*Bicycling News.*

Cycling is a health-giving pastime, doubtless. Dr. Gordon Stables says it cures rheumatism. Dr. Richardson swears by it, and other medical men think it hygienically excellent. But we are getting a little too much of the "bedridden for forty years and now able to walk fifty miles a day" sort of testimonial. We can swallow a gnat, but the camel sticks in our throat. Here is the kind of testimonial which requires tolerably tough teeth for masticating, and an alimentary canal of unusual capabilities for swallowing. It appears in the *Cyclist*:—"A friend of mine has long suffered from rheumatic fever, and was almost completely crippled, and some months ago was even given over by the doctors. He can only walk at the slowest possible pace, and for a very short distance. Three weeks ago I lent him a tricycle. He tried it and perserved. The cycling fever seized upon him, and he rode daily, and now he can do his ten or twelve miles of hilly road without the slightest fatigue. His legs have become straighter, he can walk better, and he has decided to get a tricycle for himself and to ride constantly."—*Bicycling News.*

It is remarkable how circumstances alter cases, in cycling as with everything else in the world. Some weeks ago we met an acquaintance on a machine that could hardly be described as out of date, but could certainly not be termed a new pattern, which he forced along with a good deal of hard work, accompanied by words which were decidedly not complimentary, to speak very mildly. The other day we met him again, on the same machine, but then he wore a happy smile on his youthful face ; then he was riding gaily along, evidently enjoying himself hugely ; and then the tricycle, which would not move before without hard words and hard pressure, now answered to his every movement, and had evidently become a great favorite with its owner. Our surprise was great, and we turned to ask the reason for the marvellous transformation, when up went his finger to his lip, and as he murmured "Hush !" we turned round, to find a likely buyer looking on and criticising. We understood the alteration then, and passed on, hoping his excellent acting would meet with its due reward.—*Bicycling News.*

Sure enough—renewal time.

A leading man—the limit one.

A BICYCLE BALLAD.

A was an angel who tripped through the town,
B was a bicyclist, sunburnt and brown ;
C was a cycle, with bearings by Bown,
D was the danger of not looking down ;
E was the ecstacy felt by the rider,
F was his fluttering heart as he spied her ;
G his grimaces, as fondly he eyed her,
H the half brick which upset him beside her ;
I the "improver" he clutched in his fall,
J was the jelly he made of it all ;
K was the knob of her pink parasol,
L was the lump he got in the maul ;
M was the mastiff took part in the row,
N was the nip of that anxious bow-wow ;
O was the oath of the cyclist, I trow,
P was the police who have charge of him now.

HOW TO JOIN

THE

C. W. A.

:o:

Fill up the blank in the adjoining column and, together with

$1.00,

send it to the Secretary of the Association,

HAL. B. DONLY,

SIMCOE, ONT.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

☞ WRITE VERY PLAINLY.

Application for Membership in the C.W.A.

MR. HAL. B. DONLY, Sec.-Treas., C.W.A.,
SIMCOE, ONT.

DEAR SIR,—

Enclosed you will find $1.00 for Membership in the CANADIAN WHEELMEN'S ASSOCIATION, to which I hereby apply for admission. I declare myself to be an Amateur within the meaning of the definition printed below. I refer to the undermentioned persons.

.....
(Signature)

Club..... Address.....
(If any)

Date.....

REFERENCES.

.....

If parties referred to are members of the C.W.A., two are required ; if they are not, then there must be three.

FEES.—For Unattached Members, $1.00, which pays to the end of the Association year—June 30. For Members of clubs affiliated with the Association, 50 cents. Persons joining after April 1st in each year receive certificates good until the 30th June of the following year.

EXTRACT FROM BY-LAWS.

5 (*a*) An Amateur is a person who never competed in an open competition ; (*b*) or for a stake ; (*c*) or for public money ; (*d*) or for gate money ; (*e*) or under a false name ; (*f*) or with a professional for a prize ; (*g*) or with a professional when gate money is charged.

6 The Association draws attention to the following explanation : A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally training or coaching any other person therein, either as a means of obtaining a livelihood or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by a professional in public or for a prize ; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The Association recognizes as athletic exercises all those sports under the jurisdiction of the Amateur Athletic Association of Canada, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug-of-war, and rowing, boxing, sparring, lacrosse, polo, roller and ice-skating and snow-shoeing.

A RAPID FLY!

At the C.W.A. Championship Meet HARRY DAVIES, Esq., won the one-mile

CHAMPIONSHIP OF CANADA

ON A

"New Rapid"

Which has proved itself to be the most "RAPID" Machine made.

Out of eight open races the "New Rapid," and machines represented by T. Fane & Co., took

Six - - - - - - First Prizes

—AND—

Five - - - - - - - Second "

HOW IS THAT FOR A SHOW?

MESSRS. T. FANE & Co., Dear Sirs,— Toronto, May 3rd, 1887.

The 52 in. "New Rapid," I purchased in the Spring, has far surpassed my expectations, my ride to Whity on it the other day, over rough roads and at a high rate of speed, is good enough proof for me as to its superiority, for which you claim. I consider it the best roadster I have ever ridden, it is hansome in appearance and its construction is as near perfection as possible. I am well pleased with it. Yours faithfully,

FRED FOSTER, W.B.C., am. 5-mile champion of Canada.

THE "CLUB" SAFETY!

No other machine ventured to put in an appearance against this noted make at the Championship Meet.

The "SWIFT" and "NEW RAPID" Safeties are unequalled in the Rover type Safeties.

FANE'S Hygenic Saddle, - - - -	$5 00.
FANE'S "Comet" " - - - -	4 00.
FANE'S Luggage Carrier, - - - -	1 00.

T. FANE & CO., 36 Adelaide Street West, TORONTO.

Some Records on COLUMBIA BICYCLES.

AROUND THE WORLD, - - THOMAS STEVENS

Greatest distance ever made inside the hour, 22 miles, 150 yards, by Rowe, at Springfield, October 25th, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest distance ever made without a dismount, 235 miles, by Morgan, at Minneapolis, December 20th, 1886.

	MILES.	TIME.
WORLD'S RECORD	1-4	.36 2-5
WORLD'S RECORD	1-2	1.13 2-5
WORLD'S RECORD	3-4	1.50 1-5
WORLD'S RECORD	1	2.29 4-5
WORLD'S RECORD	2	5.11
WORLD'S RECORD	3	7.48 4-5
WORLD'S RECORD	4	10.41 2-5
WORLD'S RECORD	5	13.23 4-5
WORLD'S RECORD	6	16.12 3-5
WORLD'S RECORD	7	18.59
WORLD'S RECORD	8	21.41 2-5
WORLD'S RECORD	9	24.26 4-5
WORLD'S RECORD	10	27.07 1-5
WORLD'S RECORD	11	29.51 3-5

	MILES	TIME.
WORLD'S RECORD	12	32.35
WORLD'S RECORD	13	35.18 2-5
WORLD'S RECORD	14	38.01 2-0
WORLD'S RECORD	15	40.41 2-5
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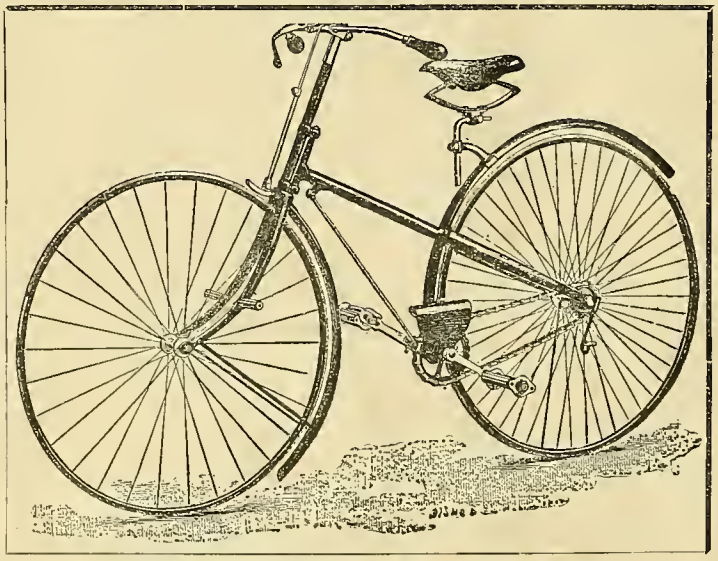

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